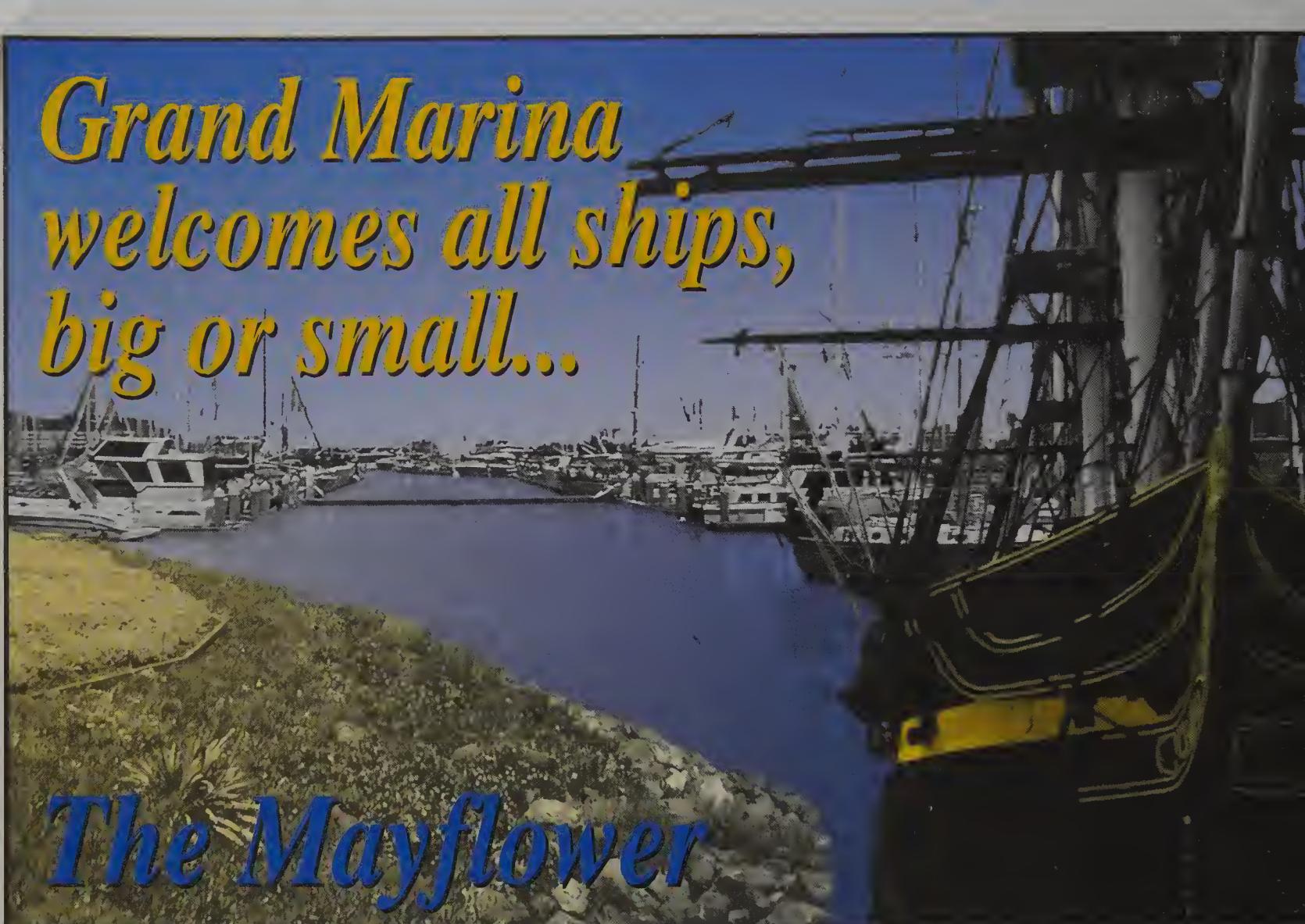


# Latitude 38

VOLUME 317 November 2003

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This year's race, the 15th annual Jazz Cup, handed the fleet steady winds, strong currents and sunny weather.

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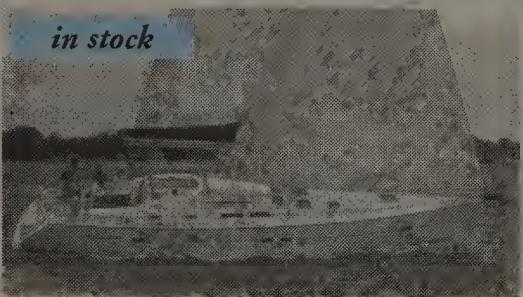
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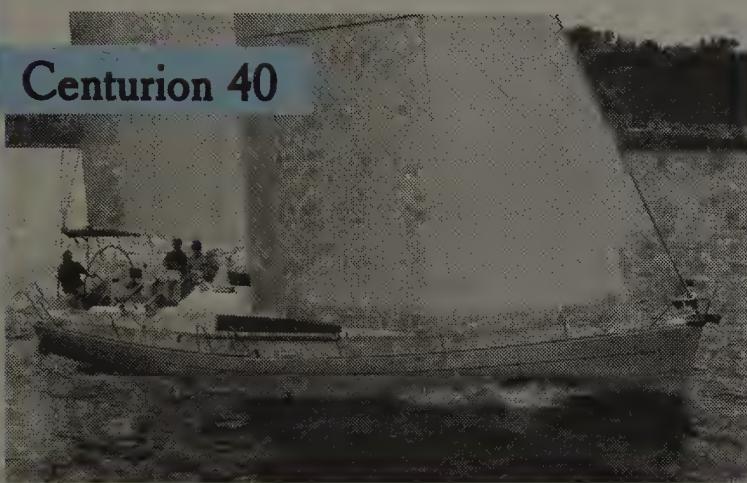
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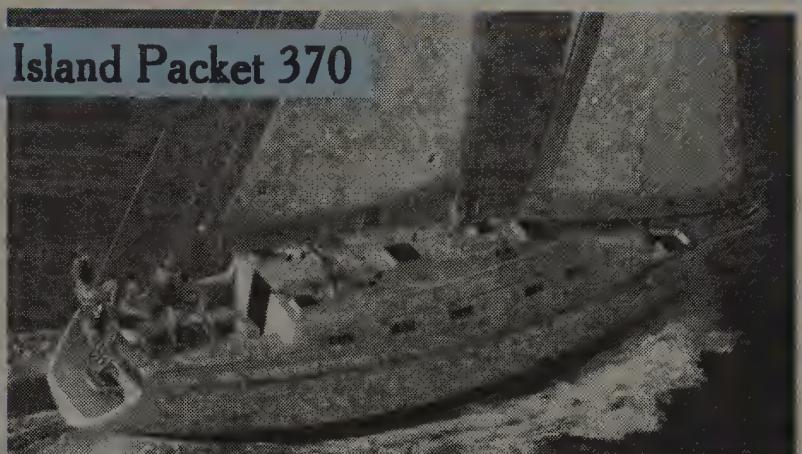
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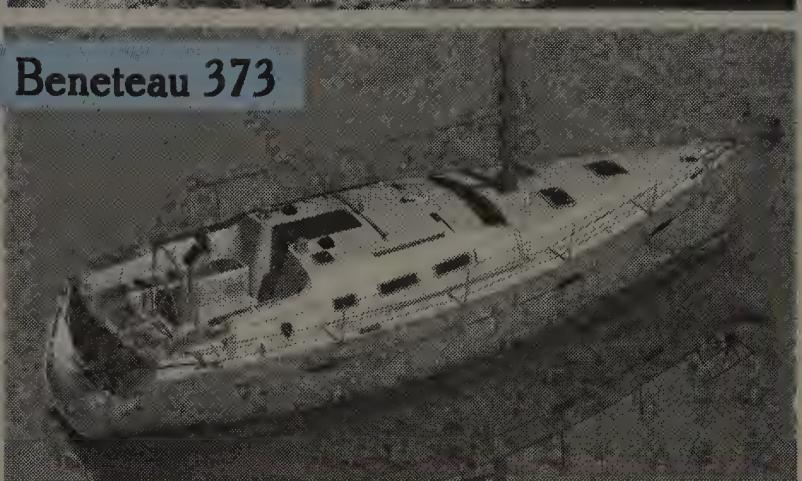
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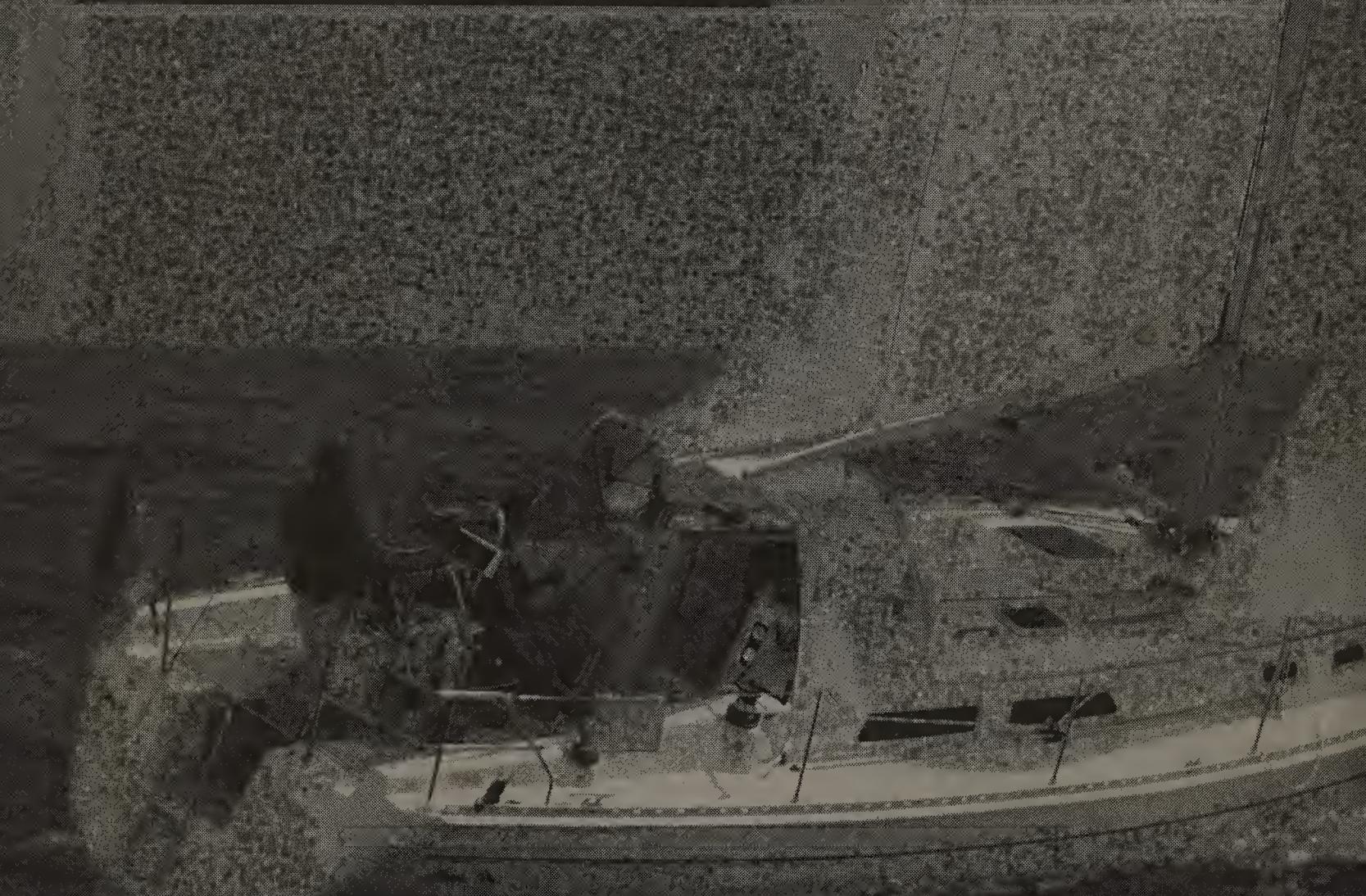
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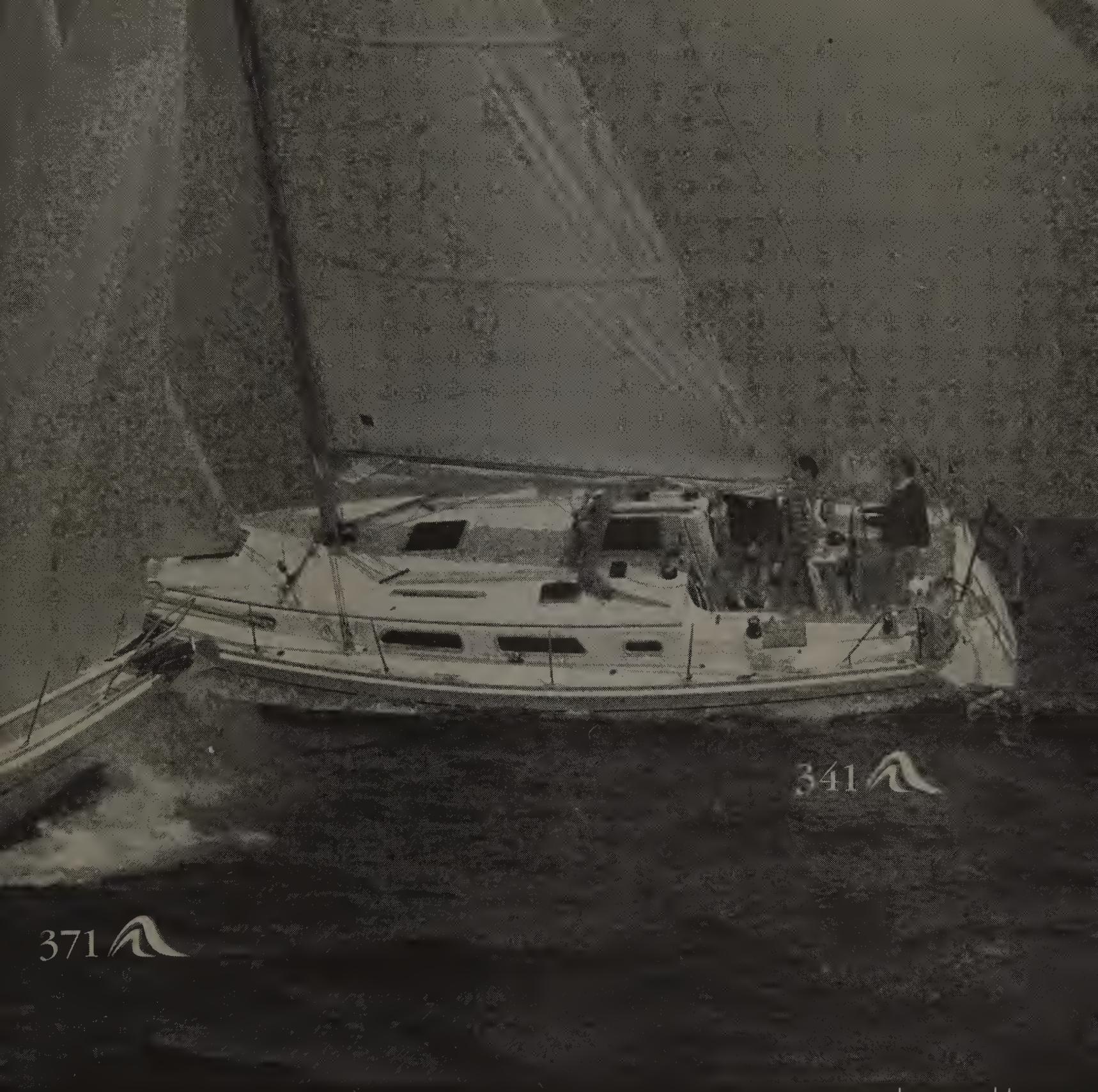
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Cover: Crewman Len Delicaat takes a bow at the Star NAs.

Photo: Latitude/JR

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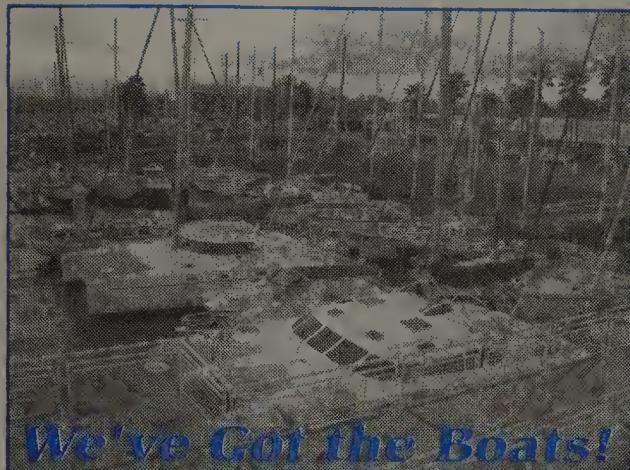
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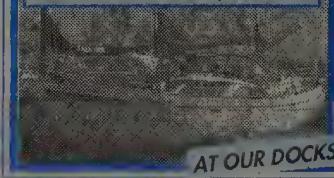
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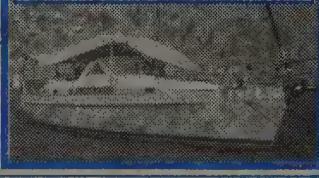
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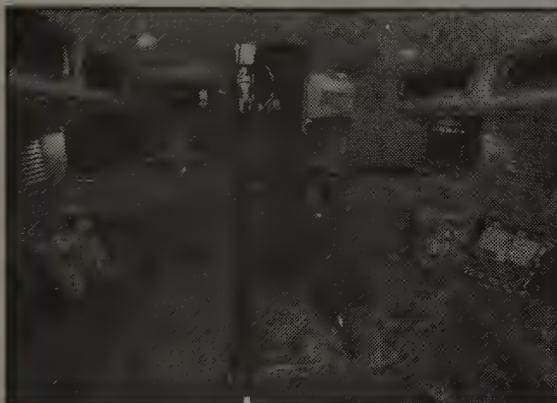
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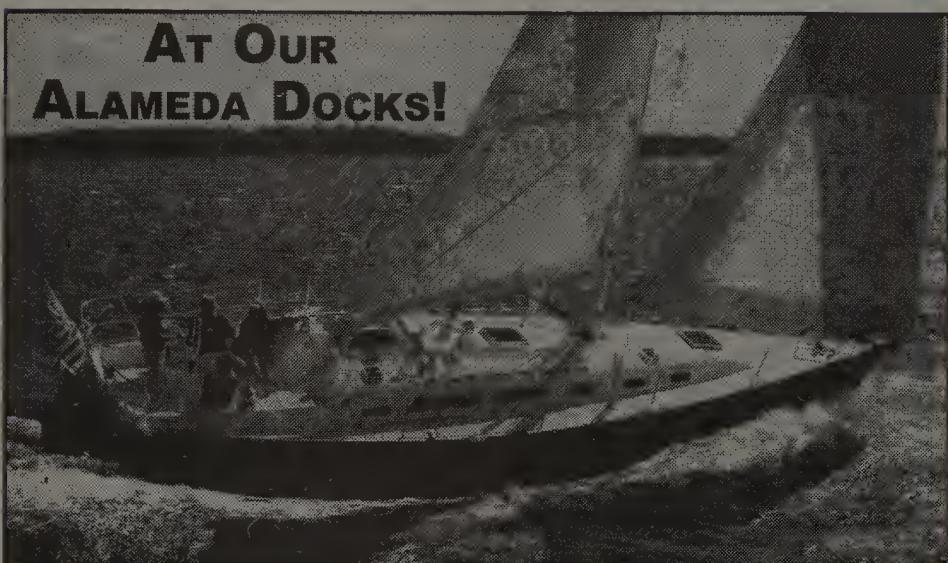
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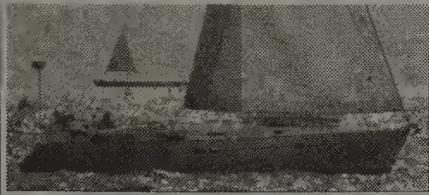
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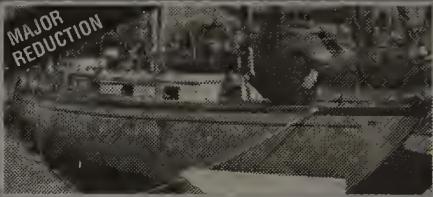
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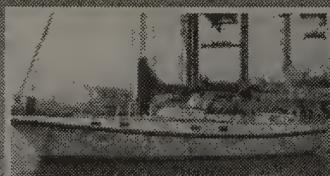
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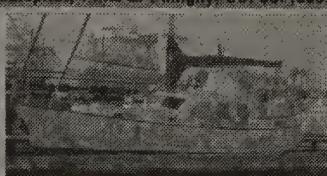
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Some boats shown may be sisterships.

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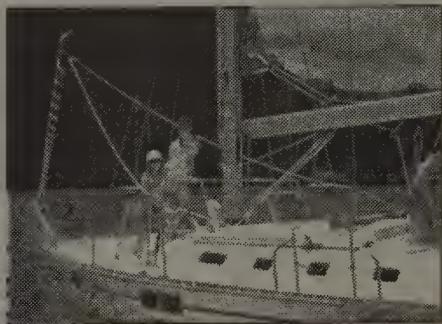
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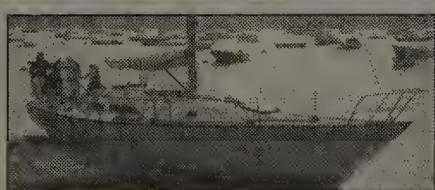
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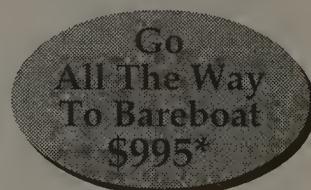
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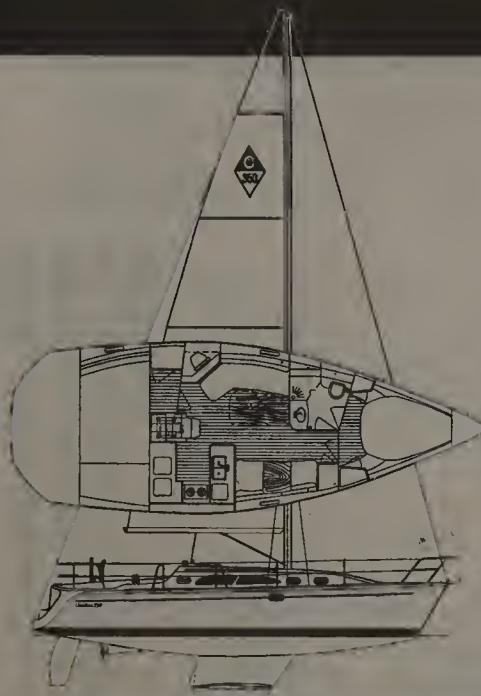
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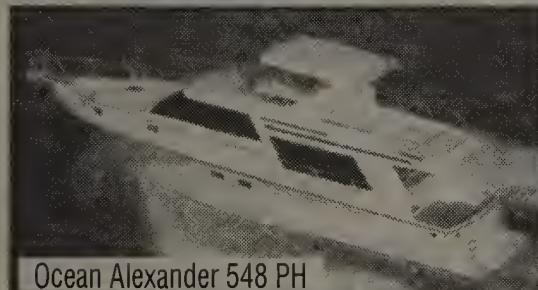


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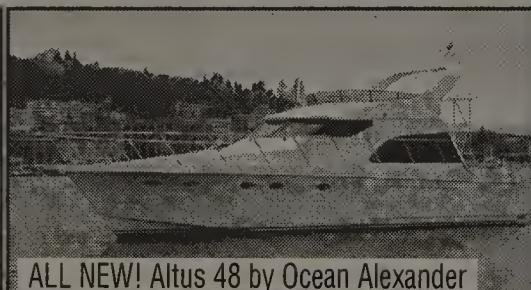
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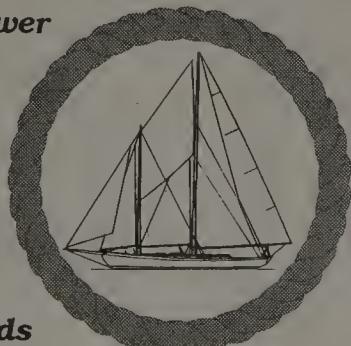
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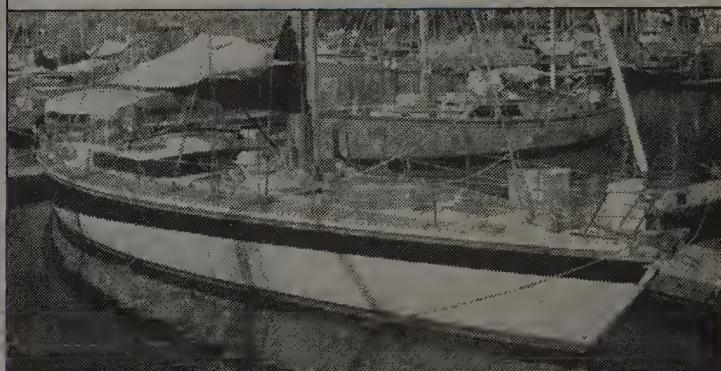
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92' Brigantine Gloucester Schooner, '85 .....	FL 295,000	38' Chris Craft 381 Catalina, '88 .....	PV .. 89,500
63' Dynamique Elite 64 Cutter, '83 PV 390,000		38' Hans Christian Mk II, '80 .....	PV 110,000
48' De Dood Yawl, '61 .....	PV 269,000	38' C&C Mk II, '76 .....	MZ .. 38,000
46' Hunter 460 aft cockpit, '00 .....	PV 239,000	38' Yankee Sloop, '73 .....	PV .. 69,900
46' Island Trader Cutter/Ketch MS, '84 .....	PV 139,900	37' Irwin Mk II, '80 .....	PV .. 52,500
46' Beneteau 456, '83 .....	PV 129,000	36' Beneteau First 36s7, '96 .....	PV .. 92,000
46' Bertram Sportfisher, '72 .....	PV 115,000	36' Freedom, '86 .....	PV .. 88,900
45' Fuji Cutter Ketch, '79 .....	MZ .. 90,000	36' Watkins Sloop, '81 .....	PV .. 66,000
45' Formosa Peterson, '78 .....	PV .. 99,000	36' Shock New York, '81 .....	PV .. 44,500
45' Rhodes Cutter/Sloop, '78 .....	PV 119,000	36' Islander Freeport, '80 .....	PV .. 49,900
44' Hylas Cutter Ketch, '86 .....	PV 205,000	36' Swallowcraft Scylla CC, '79 .....	MZ .. 74,900
44' Trojan Motoryacht, '79 .....	SC 145,000	36' Islander Sloop, '74 .....	PV .. 19,900
44' Kelly Peterson, '78 .....	SC 120,000	36' Columbia Sloop, '69 .....	MZ .. 29,900
44' Hardin Voyager, '77 .....	PV 169,000	35' Sea Ray Sundancer, '87 .....	PV .. 49,900
43' Irwin MkIII, '89 .....	MZ 130,000	34' Formosa Hans Christian, '80 .....	PV .. 63,000
43' Spindrift Pilothouse Cutter, '81 MZ 129,000		33' Riviera Sportfisher, '94 .....	185,000
42' Catalina, '92 .....	PV 118,000	33' Prout Quest 33CS, '85 .....	MZ .. 75,000
42' Grand Banks Europa, '80 .....	SF 245,000	33' Wauquiez Gladateur Sloop, '82 PV ..	74,900
42' Westsail Cutter Yawl, '79 .....	PV 119,500	32' Swain Steel Pilothouse, '91 .....	SC .. 48,000
42' Whitby CC Ketch, '76 .....	PV .. 69,900	32' Columbia 9.6 Sloop, '76 .....	MZ .. 25,000
41' President Sundeck Trawler, '87 PV 159,000		32' Westsail Cutter, '75 .....	SC .. 30,000
41' Cooper 416 PH, '79 .....	MZ .. 93,000	31' Pacific Seacraft Mariah, '78 .....	PV .. 60,000
41' Morgan Out Island 415, '76 .....	PV .. 77,000	30' Islander Sloop, '84 .....	MZ .. 26,500
41' CT Ketch, '72 .....	PV .. 59,500	29' Ericson Sloop, '77 .....	SC .. 15,500
41' Lauren Williams Trimaran, '72 .....	PV .. 79,000	28' Dufour Sloop, '84 .....	PV .. 22,500
40' Passport Sloop, 1987 .....	PV 169,000	28' Westsail Cutter, '79 .....	PV .. 32,900
40' Passport Sloop, 1983 .....	PV 139,500	28' Yankee Dolphin, '72 .....	SC .. 10,000
39' Beneteau Oceanis 390, '89 .....	MZ .. 89,900	28' Bertram Flybridge, '72 .....	SC 100,000
39' Ta Shing Bluewater Vagabond, '84 .....	PV 115,900	27' Colloc Custom Sloop, '76 .....	MZ .. 10,000
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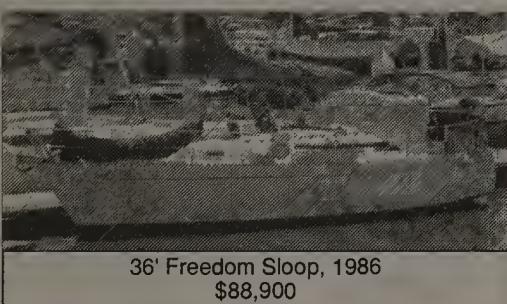
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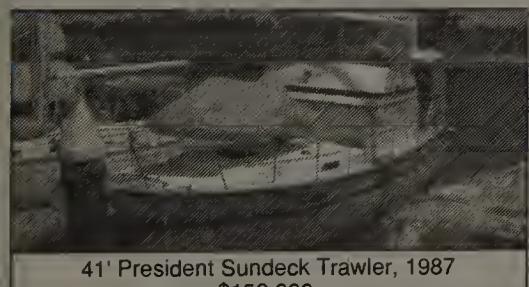
42' Westsail Cutter/Yawl, 1979  
\$119,500



36' Freedom Sloop, 1986  
\$88,900



Hylas 44 Cutter/Ketch, 1986  
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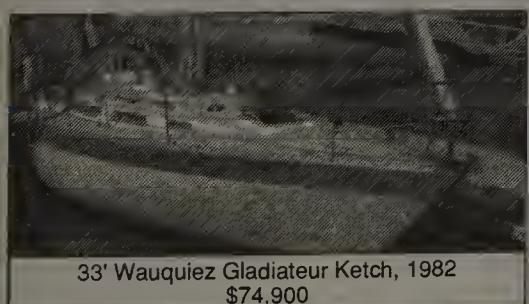
41' President Sundeck Trawler, 1987  
\$159,000.



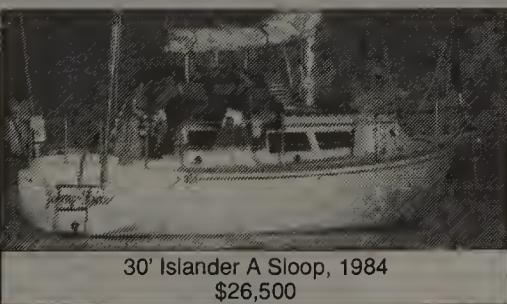
45' Fuji Ketch, 1979  
Reduced \$90,000



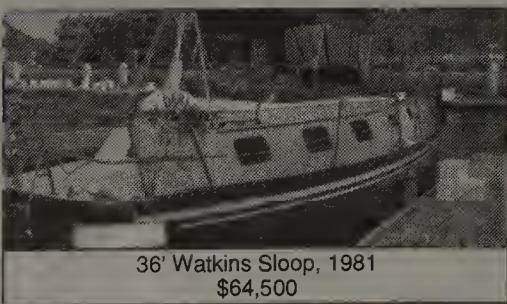
36' Swallowcraft, 1979  
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33' Wauquiez Gladiateur Ketch, 1982  
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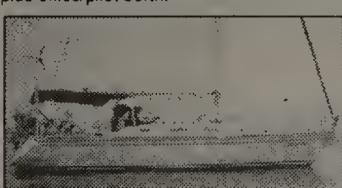
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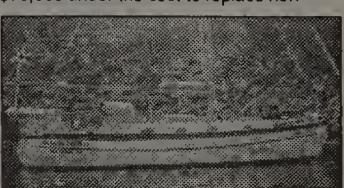
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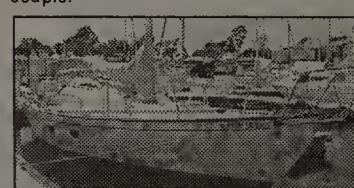
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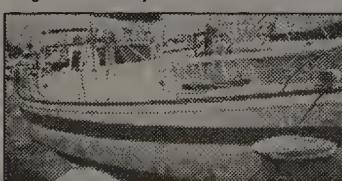
**38' HANS CHRISTIAN MKII, '85** \$135,000  
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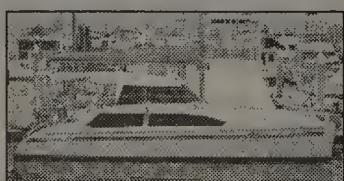
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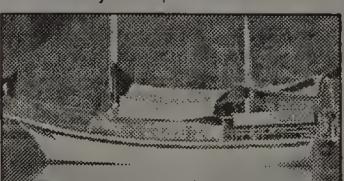
**35' LE COMTE ALC-35, '70** \$35,000  
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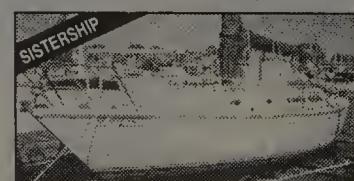
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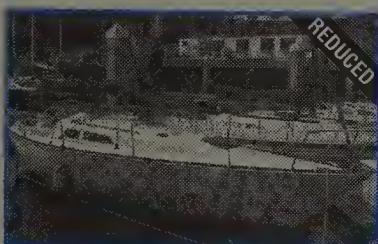
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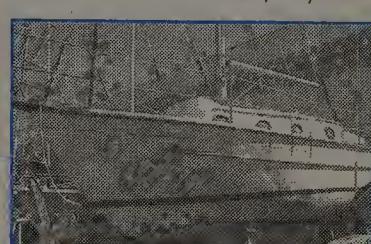
**C&C 34.** One of Canada's most respected production boats. Super performance. This boat has a light and airy interior. Recently repowered.

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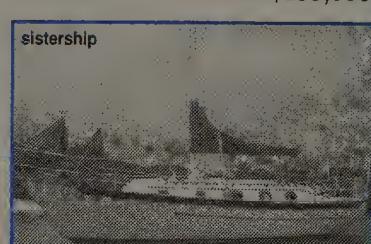
**Cabo Rico 34.** 1995 but shows like a 2003. Cutter rig, self-tending staysail, furling jib and Dutchman system on the main. Beautiful detail and finish.

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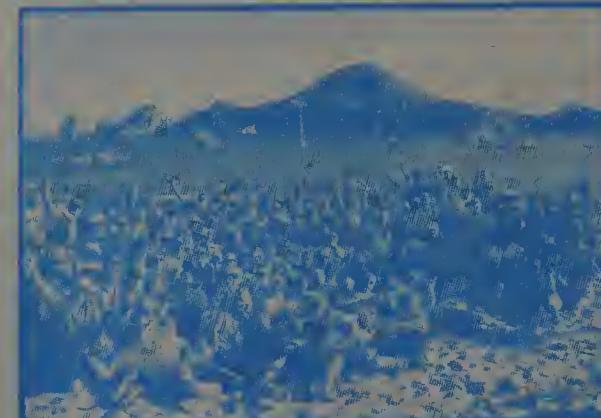


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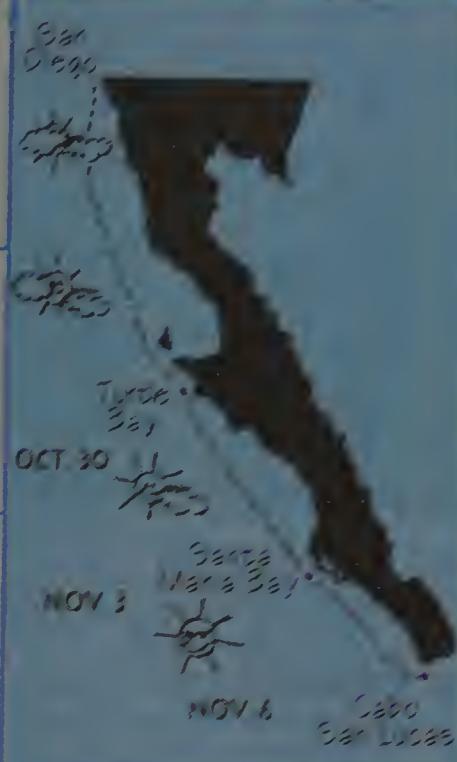
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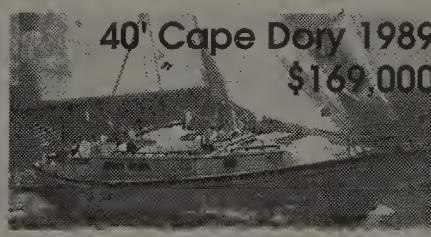
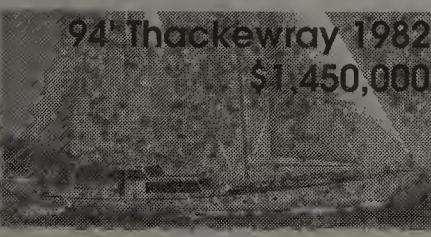
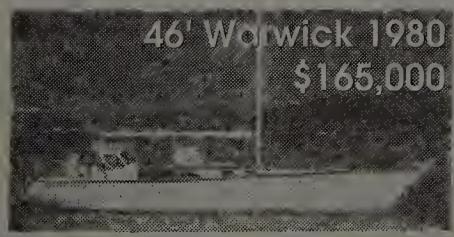
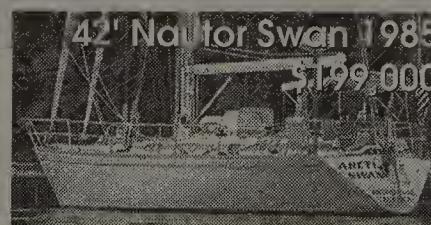
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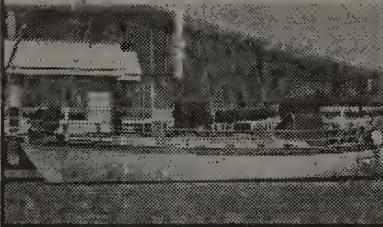
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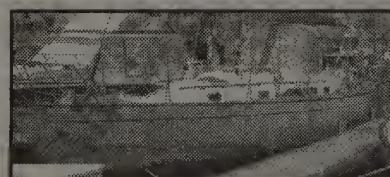
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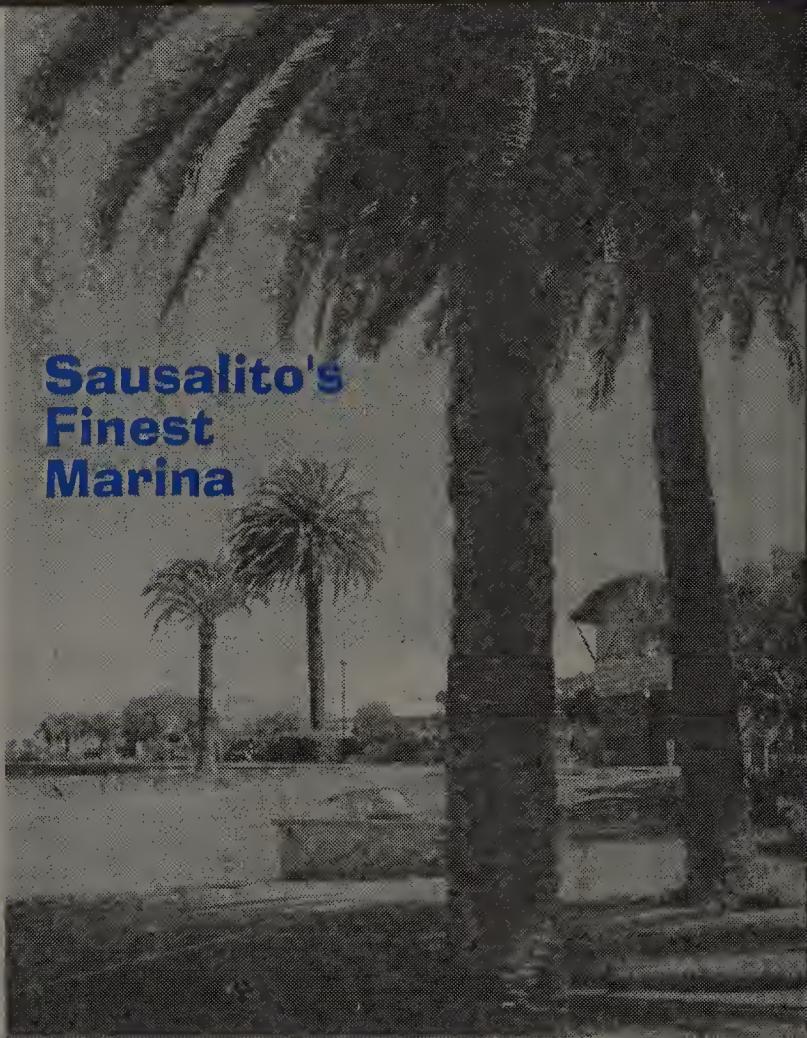
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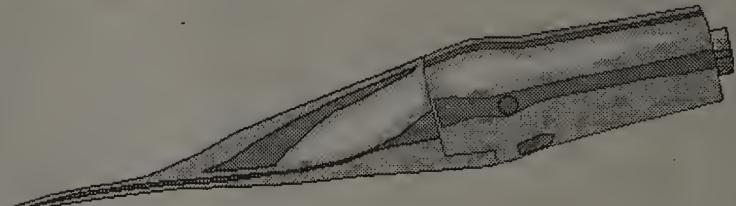
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### Nonrace

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**Nov. 3, 1983** — It was Twenty Years Ago Today, from a *Sightings* piece titled, "No Fun for Great Fun":

Point Richmond's Clay Bernard has been having his troubles with his Davidson 50 *Great Fun* lately. Twice within a month the white-hulled IOR beauty with the red and blue graphics on the topsides has gotten into serious trouble outside the Golden Gate. The second time, during the fierce storm on November 13, the boat was abandoned and nearly sank but for a heroic rescue effort by the Coast Guard.

When word got out of *Great Fun*'s near disasters, there was a lot of dock talk that Bernard was trying to scuttle his ship for the insurance money to finance a new, up-to-date IOR boat that all the rock stars would want to jump on and sail back to the top of the fleet. To be honest, those same suspicious thoughts crossed our minds, too. After talking with Clay, though, we realize we had made a snap judgement. "That boat is a love of mine," he said following the second mishap. "It comes right after my wife and kids."

Clay's troubles started on November 3 when he went out the Gate to check his Loran. He needed to get away from the interference near shore, so he headed out towards the Farallones. Sailing by himself, he had rigged a safety line from the cockpit down the main hatch and hooked into it with his harness. Well out to sea, he discovered a lot of water in the bilge and became alarmed. He had always been told that the best thing to do in that situation was to inflate the liferaft first and find the leak second, so he set about doing just that. Throwing the raft's cannister overboard, he pulled on the painter to activate the inflating mechanism, but the rope wasn't attached to the release pin. He dragged the raft back onboard, attached the painter to the pin and repeated the maneuver. Then he went below and found the shaft packing had come loose. He was able to stem the flow partially, but the Coast Guard still had to tow him back to the St. Francis Yacht Club.

The second incident occurred ten days later. Rhett Jeffries, a friend of Clay's, was on the first leg of delivering *Great Fun* to San Diego where Geraghty Marine was going to do some work on the deck and topsides. Much of the deck hardware had been removed in preparation. Jeffries set out by himself, and Clay, who had some engagements to attend on the night of November 12, was going to meet him in Monterey on Sunday morning.

The weather was pretty nasty in the early hours of the 13th — winds 30 to 35 knots, swells 10 to 12 feet with six-foot seas. Off Moss Landing, *Great Fun* began taking on water. A hose leading to a through-hull fitting had come loose. Rhett found the leak but couldn't get the hose back on. Bailing through the forward hatch, he wasn't keeping up with the inflow, so he radioed a *mayday* and went up on deck to inflate the eight-man liferaft. A large wave hit and flipped the raft overboard, dumping all the flares and emergency equipment into the ocean. "Then it was panic time," says Clay, who was waiting for Rhett in Monterey when he heard about the *mayday*.

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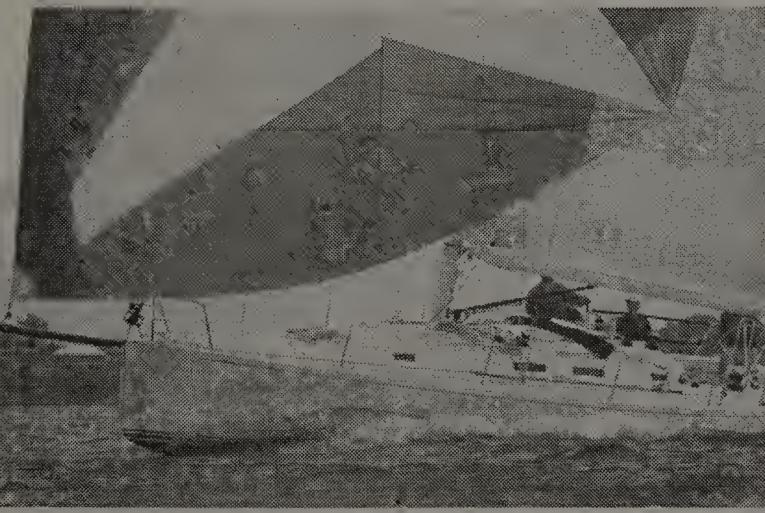


**West Marine**  
make boating more fun



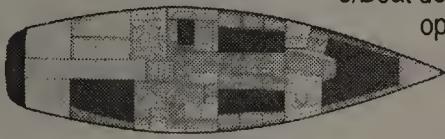
# Sail California Introduces the New J/133

The ideal mid-40s length racer/cruiser



The anticipation is over and our magical first sail thrilled everyone aboard! Hull number one was just launched and on display at the Annapolis boat show where she also received endless accolades for her dockside performance as well. The J/133 refines the overall

J/Boat design concept further developing the cruising comfort of the popular J/46 with a faster, easier to manage performance spectrum.



She's ideal for shorthanded cruising, exceedingly durable for offshore passages and provides race winning speed under Americap or IRC (recently adopted by the StFYC for the 2004 Big Boat Series). Interior finish is as clean and sleek as her design. She's the envy of the 'stripped out' racer and will match the interior 'performance' of any dockside 'condo'. Bright, sensible, comfortable interiors are hallmarks of the modern J lineup. The J/133 has wrapped 25 years of J/Boat design, construction and performance into an exciting 43 foot legend in the making.

Visit [www.jboats.com](http://www.jboats.com) for a quick look at what the new J/133 has to offer. After a quick on-line tour give us a call so we can arrange for you to see a current J/133 in production or get you the latest information on both the two and three cabin versions of our new 'super model'.



## CALENDAR

Jeffries got the raft back onboard and right side up, but another wave knocked both the raft and him overboard. He was unable to get back to *Great Fun* and drifted away in the wind. Meanwhile the Coast Guard dispatched a boat and helicopter. The rescue boat found *Great Fun* and took it under tow.

Entering the Santa Cruz harbor the boat nearly pitchpoled in the surf. The helicopter found Jeffries two and a half hours later and plucked him to safety. "The Coast Guard guys were really pros," said Clay. "They amazed me with how well they handled the situation."

Over half full of water, *Great Fun* finally docked in the small boat harbor and was pumped out. All the wiring was shot, and the bow suffered some structural damage. Luckily most of the electronics had been removed before the boat left. The absence of that gear and the deck hardware raised some doubts in the Santa Cruz authorities' minds. They even tried to link *Great Fun* to a dope smuggling ring! Clay convinced them that was hardly the case, though. Also frustrating to him was the fact that he'd spent the last three months working on the wiring and fixing the boat up and now he'd have to do it all over again. As of now, the trip to Geraghty Marine has been indefinitely postponed. The repair work will be done in Richmond.

**Nov. 4-7** — Conference/Trade Show for all West Coast Harbor Masters and Port Captains at the Golden Gateway Holiday Inn in San Francisco. Info, (714) 879-2443.

**Nov. 8** — Full moon on a Saturday night.

**Nov. 11** — Veterans' Day.

**Nov. 13** — Single Sailors Association monthly meeting, with Kristine Williams speaking on "Inland Navigation Rule 9, Radio Communications, and Passenger Vessel Safety Act." Ballena Bay YC, 6:30-9 p.m., free. Info, [www.sail-ssa.org](http://www.sail-ssa.org).

**Nov. 14** — "Cape Horn: One Man's Dream, One Woman's Nightmare", a free presentation by author Reanne Hemingway-Douglass at Sausalito's West Marine Book & Charts, 7-8 p.m. Info, 332-1320.

**Nov. 15-16** — Sail/hike to the Second Annual Victorian Christmas on Angel Island, 11 a.m. to 3 p.m. at Camp Reynolds. Free food and drink, costumed docents — "a happy event for all." Info, 435-3522.

**Nov. 19** — YRA Awards Ceremony, 6:30 p.m. to 9 p.m. at the Bay View Boat Club. Info, 771-9500.

**Nov. 19** — "Introduction to GPS", a free seminar at the San Jose West Marine store, 6-7 p.m. Dave, (408) 246-1147.

**Nov. 22** — "Know Your Boat", an all-day seminar at Nelson's Marine. \$120 fee covers lunch and materials. Info, (510) 814-1858.

**Nov. 27** — Celebrate Thanksgiving.

### Racing

**Oct. 30, 1993** — Ten Years After, from an article titled *LBYC Cabo '93 — A New Look*:

History was made recently in Mexico, and we're not talking about NAFTA. Though it'll probably be remembered in the short run as the 'disaster race' — it started with fires in the Southern California hills and ended with Cabo digging out after devastating flash floods — future nautical annals might well pinpoint the Long Beach YC's 1993 Cabo San Lucas Race as a significant turning point in the history of West Coast yacht racing.

"We think we're seeing the future of sub-grand prix yacht racing," enthused the Wanderer, who sailed down on *Latitude's Ocean 71 Big O*. "While it still needs a little fine-tuning, the concept is terrific! The only losers were southbound cruisers

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# SAIL California Brokerage

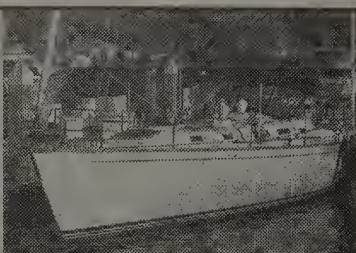


## J/105, *Missdermeanor*

*Missdermeanor* has only been used as a daysailer and she has never been raced! She is perfect in every way and needs nothing to compete in the largest one-design keel boat class.

## J/46, *Jacana*

As a modern evolution of the very successful J/44, the J/46 is a high performance, easily handled offshore cruiser/racer. *Jacana* is a fast sailboat that doesn't compromise comfort and elegance below decks.



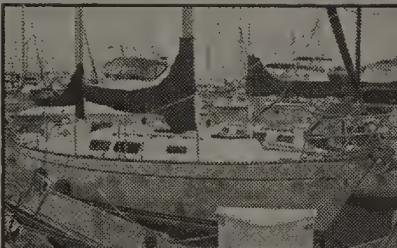
## Islander 36, *Juggernaut*

A proven Alan Gurney design, *Juggernaut* is a 1996 Pacific Cup Veteran. This is a competitive design that will also cruise your family in comfort.

## Bianca 41, *Sundog*

1980

Slim, fast and fun to sail. Fully equipped for race winning performance. Reduced to \$58,500.

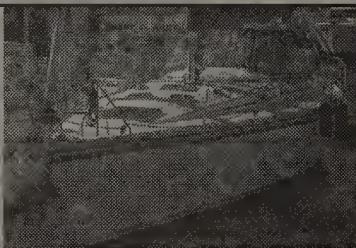


## Northstar 40

An extensively refitted, ketch rigged, bluewater cruising sailboat, *Outlandish* is an excellent choice for the sailor looking for the right boat for long distance cruising.

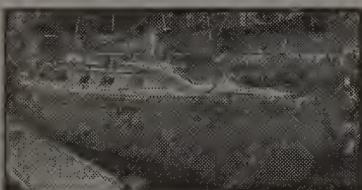
## Hunter 40, *Fate*

*Fate* is a spacious and well cared for cruising sailboat at a reasonable price. She has a large aft stateroom with queen bed and plenty of room for entertaining in the main cabin.



## OD35, 1999, *KT's Choice*

Only one left.  
\$90,000.



## CATALINA 34, *Blue Magic*

*Blue Magic* is a clean example of a well maintained Catalina 34. This tall rig model is priced to sell well equipped and ready to go sailing. \$49,900.



## J/105, '01, *Scaramouche*

Nearly new, hardly used, and very well cared for. Keel and rudder have been Waterline faired, and she has all the equipment it takes to be a winner. Exceptional race record.



## 46' ILC, '96, *Xtreme*

ABS plan approval, vacuum bagged carbon hull, H-80 Divinicell core, SP Systems Ampreg epoxy resin. \$145,000.

70' Santa Cruz, '87, <i>Mongoose</i> *	349,000
53' J/160, '96, <i>Bushwacker</i> *	649,000
46' J/46, '01, <i>Jacana</i>	New Listing 469,000
46' ILC, '96, <i>Xtreme</i> *	145,000
46' ILC, '94, <i>Wasabi</i> *	200,000
43' Glen L 43 Cust, '94, <i>Van Dieman</i> *	119,000
42' Moody, '01, <i>Jezebel</i> **	305,000
41' Bianca 414, '80, <i>Sundog</i>	58,500
41' Beneteau, '88, <i>Southern Cross</i> *	180,000
41' J/125, '98, <i>Pearl</i> **	New Listing 220,000
40' Olson, '83, <i>Aisling</i> **	84,000
40' Hunter, '85, <i>Fate</i>	69,500
40' Farr 40, '97, <i>Zamboni</i>	175,000
40' Northstar 40, '75, <i>Outlandish</i>	119,000
40' CS	Inquire

38' Tartan 3800, '97, <i>Gusto</i>	199,000
37' J/37, '87, <i>Blue Heron</i> *	78,000
37' Passport	Inquire
36' Islander, '78, <i>Juggernaut</i>	New Listing 39,900
36' Sweden, '84, <i>Joystick</i> **	89,000
35' J/105, '02, Hull #525**	Reduced 124,500
35' J/105, '02, <i>Missdermeanor</i> *	144,000
35' J/105, '01, <i>Scaramouche</i> *	139,900
35' J/105, '01, Hull #459**	126,000
35' J/105, '98, <i>J-Hawk</i> *	110,000
35' J/105, '96, <i>Kat's Meow</i> *	114,000
35' J/35, '87, <i>Strom Front</i> **	New Listing 69,900
35' J/35, '85, <i>Grayhawk</i> **	54,900
35' J/35, '85, <i>Blue Streak</i> **	49,500
35' J/35, '85, <i>Jammin</i> **	59,900

35' J/35, '85, <i>Pazzo</i> **	55,000
35' One Design 35, <i>KT's Choice</i> *	Pending 90,000
35' Schock, '86, <i>Kathmandu</i> *	55,000
35' Santana, '79, <i>The Ticket</i> **	Reduced 34,950
34' Catalina, '89, <i>Blue Magic</i> *	49,900
33' Synergy 1000, '99, Hull #2**	65,000
32' J/32, '99, <i>Winsome</i> **	150,000
31' Corsair F31R, '99	112,000
30' J/30, '83, <i>Magic Pudding</i> **	New Listing 29,000

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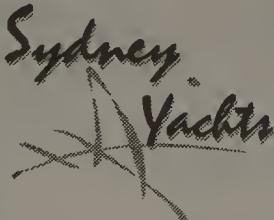
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## CALENDAR

who didn't participate."

What the Wanderer was so excited about was the first-ever Cruising Division of this 804-mile race — or, for that matter, of any big league distance race. Alarmed by the precipitous free-fall of entries in their Cabo Race (from an all-time high of 49 boats in 1987, to 32 in '89, to just 22 in '91), Long Beach YC concluded it was time for drastic measures. Their answer was a non-spinnaker 'cruising race' that stopped twice — at Turtle Bay and Bahia Santa Maria — and allowed the use, albeit with substantial penalty, of engines. Seven brave pioneers answered the starting gun on October 30, Halloween weekend.

As it turned out, the Cruising Division used up all the good wind and, from our observations, had a better all-around time than did the traditional racing fleet — 12 sleds and an odd collection of six other boats — which started a week later. But even this latter group made some history in a minor way: After four long years of trying, the SC 70 Evolution finally won an offshore race, and *Wapl!*, a tiny Carrera 290, became the smallest boat ever to sail in a Cabo race.

No speed records were broken, however, and *Blondie*'s 1985 record of 3 days, 3 hours and 46 minutes was never remotely threatened. In fact, the race was so torpid that five boats dropped out in frustration.

**Nov. 1** — 35th Annual Red Rock Regatta & Halloween Costume party. Dinner, live music, witch's brew and more. Info, [www.tyc.org](http://www.tyc.org).

**Nov. 1** — Jack & Jill Plus One, a coed race on the Estuary. IYC; Joanne McFee, (925) 254-5384.

**Nov. 1-2** — Perry Cup Series, first six (of 15) races for Mercuries. MPYC; Dick Clark, (831) 373-8956.

**Nov. 1-8** — 17th Annual Dry Creek Vineyard Pro-Am Regatta at the Bitter End YC, BVI. A week of racing and camaraderie with Rod Johnstone, Tom Leweck, Keith Musto, Lowell North, Butch Ullmer, Ed Baird, Andy Burdick, Russell Coutts, Peter Holmberg and Dawn Riley. Info, [www.beyc.com](http://www.beyc.com).

**Nov. 16** — Commodore's Cup, a low-key South Bay race for PHRF/BAMA boats, followed by a chili cook-off. IYC; Joanne McFee, (925) 254-5384.

**Nov. 16** — Turkey Shoot Regatta at the Port of Sacramento, open to trailerable boats 18 feet or less in length. Lake Washington SC, (916) 374-0433 or [www.lwsailing.org](http://www.lwsailing.org).

**Nov. 19-22** — 2003 Rolex Farr One Design Invitational, a new 11-race handicap series off Miami for Mumm 36s, Farr 36s, Farr 395s, IC 45s, Farr 52s and CM 60s. Held in conjunction with the Mumm 30 and Farr 40 NAs. Farr International, (410) 268-1001, or [www.farrinternational.com](http://www.farrinternational.com).

**Nov. 22-23** — San Francisco YC's Pre-Holiday Regatta for PHRF boats and select one design classes. Info, 789-5647.

**Dec. 6-7** — Appleton Regatta (aka NorCal #3), a high school regatta hosted by SFYC. Dave Stiles, 435-9525.

**Jan. 19-23, 2004** — Key West Race Week, "America's Premiere Regatta." Three hundred boats, four divisions, racing for PHRF, IMS and one design. Invited classes are Farr 40s, Swan 45s, 1D-35s, J/105s, Mumm 30s, Melges 24s, Tartan Tens, Corsair 28Rs, J/109s, J/29s, J/80s, MORC and Swan Open Class. Info, [www.Premiere-Racing.com](http://www.Premiere-Racing.com).

**Feb. 24-25, 2004** — Staggered starts for the 1,120-mile San Diego to Manzanillo Race. SDYC, [www.sdyc.org](http://www.sdyc.org).

**June 28, 2004** — 13th Biennial West Marine Pacific Cup, the "fun race to Hawaii." Just 10 months away — get organized now! Info, [www.pacificcup.org](http://www.pacificcup.org).

**Midwinter Race Series**  
ALAMEDA YC — Estuary Midwinters: 11/9, 12/14, 1/

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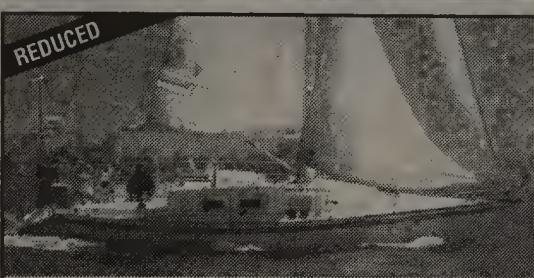
**SWAN 59, 1985.** This is a rare opportunity that the experienced yachtsman will understand can't be found anywhere else at this below market price. **REPO!**



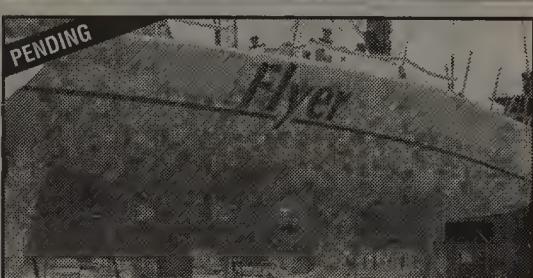
**J/105, 1997.** *Ultimatum* is a complete 105, with wheel steering, ready for picnic sailing on the Bay or racing at any level. She is priced to sell at **\$99,000.**



**OYSTER 35.** Built to legendary Oyster standards this Oyster 35 is well recognized as a clean, good looking, all around racer/cruiser. **\$29,900**



**MORGAN 36.** Well balanced racer/cruiser. Equipped with radar arch, wind gene-rator and more, has just returned from Mexico and is ready to go. **\$49,500**



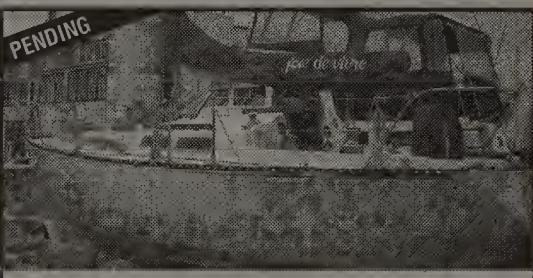
**FARR 40, 1997.** *Flyer* is dry sailed and ready to go. This owner says "sell." She is priced below market at \$150,000. Don't miss this opportunity.



**SABRE 362.** New England quality in excellent condition and loaded with gear. A must see. **\$183,000**



**ISLANDER BAHAMA 30, 1994.** A great 'pocket cruiser' with diesel, dodger and a comfortable interior, *Jak* was one of the last of these popular designs built. **\$29,000**



**C&C 33, 1977.** C&C quality at a great price and a great sailing boat. Ballenger keel stepped mast, SS rod rigging, Harken furling and too much gear to list. **\$27,500**



**SANTANA 35, 1979.** *Spirit of Bombay* is one of the best 35s available. Equipped to sail in the one-design fleet and is nicely appointed for Bay cruising. **\$33,500**



**C&C 40, 1981.** *Left Bank* is a great family cruiser/racer capable of long distance cruising with a beautiful blue hull and Wavestopper hard dodger. **\$85,000**



**30' CAL 9.2, 1981.** Ron Holland designed – a great way to get started sailing on the Bay. New Dutchman mainsail furling, new 155% genoa/rigging. **\$9,950**

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Swan 59	1985	Repo!
Hunter Passage 450	1999	\$235,000
Schumacher 44 ULDB	1998	SOLD
Mason 44 Ketch	1986	Pending
Custom Bob Smith 43	1985	\$49,000
Barnett Custom 42	1986	SOLD
Ohlson 41	1967	\$53,000
C&C 40	1981	\$85,000
Cal 40	1964	SOLD
Farr 40 Carroll Marine	1998	Pending
Choate 40 Dencho Marine	1981	\$39,900

Wylie Custom 40	1978	\$39,900
Wylie Custom 37	1988	SOLD
Morgan 36	1984	\$49,500
Sabre 362	1997	\$183,000
Sydney Turbo 3600	2002	\$189,500
Coronado 35	1971	\$20,000
J/105	1997	\$99,000
Oyster SJ-35	1984	\$29,950
Santana 35	1979	\$33,500

C&C 33	1977	\$27,500
Columbia Yacht Sabre	1966	\$8,000
Sydney Yachts 32	2003	Inquire
Westsail 32 Sloop	1971	\$32,500
Cal 9.2	1980	\$9,950
Islander Bahama 30	1984	\$29,000
Santana 30/30	1983	\$18,000
Piver Nimble 25	1969	\$12,000
POWER		

Carver 37 Voyager	1995	\$149,000
Cooper Yachts Prowler	1988	\$92,000
Marshall Californian	1983	\$59,900
Silverton Flybridge Sdn	1978	\$38,000
Chris Craft Crowne 30	1994	\$48,000
Chris Craft Const. 30	1965	\$23,500
Carter 30		\$19,950
Bavaria 290 Sport 29	2003	\$141,600
Grady White Marlin 28	1990	\$40,000
Boston Whaler 17	1997	\$16,500

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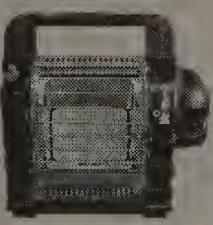
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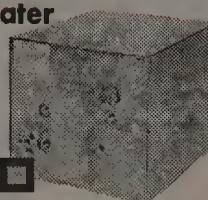


## FORCE 10

Water Heater

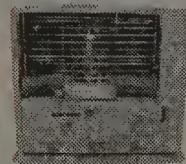
Stainless Steel.  
12V with heat  
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## CALENDAR

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**BERKELEY YC** — Chowder Races: Sundays, Oct.-March, except during the BYC Mids. Paul Kamen, (510) 540-7968.

**BERKELEY YC** — Berkeley Circle: 11/8-9, 12/13-14, 1/10-11, 2/14-15. Bobbi Tosse, (925) 939-9885.

**CORINTHIAN YC** — Midwinters 2004: 1/17-18, 2/21-22. CYC, 435-4771.

**ENCINAL YC** — Jack Frost Series: 11/15, 1/17, 2/21, 3/20. Steve Rienhart, (510) 522-3272.

**GOLDEN GATE YC** — Seaweed Soup Series: 11/1, 12/6, 1/3, 2/7, 3/6. Ruth Schnapp, 386-2238.

**LAKE MERRITT SC** — Robinson Memorial Midwinters: 12/13, 1/4, 2/14, 3/14. Duncan Carter, (925) 945-6223.

**OAKLAND YC** — Sunday Brunch Series: 1/4, 1/18, 2/1, 2/15, 2/29. OYC, (510) 522-6868.

**RICHMOND YC** — Small Boat Midwinters: 12/7, 1/4, 2/8, 3/7. Bruce Bradfute, 892-4189.

**SANTA CRUZ YC** — Midwinters: 11/15, 12/20, 1/17, 2/21, 3/20. SCYC, (831) 425-0690.

**SAUSALITO YC** — Midwinters: 11/2, 12/7, 1/4, 2/1, 3/7. Tim Prouty, 331-5204.

**SOUTH BAY YRA** — Winter Series: 11/15, 12/13, 1/3, 2/7, 3/6. Robert Hu, [roberthu@yahoo.com](mailto:roberthu@yahoo.com).

**SOUTH BEACH YC** — Midwinters: 11/8, 12/13, 1/10, 2/14, 3/13. Gary van Giersbergen, (650) 355-4656.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at [editorial@latitude38.com](mailto:editorial@latitude38.com). But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

### November Weekend Currents

date/day	slack	max	slack	max
11/01Sat	0115	0434/3.4F	0754	1019/1.7E
	1341	1617/1.8F	1853	2212/3.7E
11/02Sun	0218	0538/3.3F	0847	1141/2.1E
	1451	1736/2.0F	2008	2323/3.5E
11/08Sat	0054	0321/2.6E	0646	0932/2.7F
	1222	1529/4.2E	1925	2226/3.4F
11/09Sun	0140	0358/2.3E	0720	1003/2.4F
	1250	1604/4.3E	2001	2302/3.3F
11/15Sat		0249/2.7F	0633	0830/1.4E
	1146	1425/1.3F	1647	2035/3.6E
11/16Sun	0034	0344/2.7F	0723	0928/1.6E
	1303	1530/1/3F	1757	2132/3.5E
11/22Sat		0212/3.2E	0527	0823/3.4F
	1117	1432/5.4E	1820	2121/4.3F
11/23Sun	0043	0304/3.0E	0613	0907/3.3F
	1156	1519/5.8E	1909	2213/4.6F
11/27Thu		0059/4.2F	0434	0637/2.0E
	0943	1230/2.4F	1510	1843/5.1E
11/28Fri		0159/3.9F	0531	0737/1.9E
	1053	1332/2.1F	1613	1940/4.6E
	2346			
11/29Sat		0301/3.6F	0626	0843/1.9E
	1209	1443/1.9F	1722	2040/4.0E
11/30Sun	0045	0401/3.4F	0718	0953/2.1E
	1323	1559/1.9F	1835	2143/3.4E

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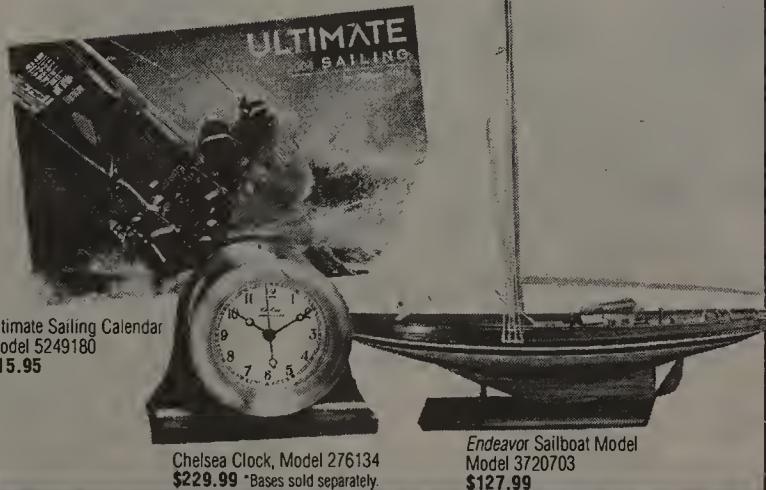
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## LETTERS

### ↑↓FUEL JUGS

It's been a while since I have written, but since bringing my Hunter 35.5 Kooyah to the Bay Area from the Caribbean, life has become less exciting. There is one subject however, that I think must be of common interest to *Latitude* readers.

For years I have filled my diesel tank from 5-gallon jugs. You know, the ones with a spout and a small vent for air release. Well, I recently had to replace my jugs and found that the only type now available are sold as being 'environmentally friendly' and 'spill proof'.

They have a short spout that you have to pull down and somehow create an air vent with, then lock open while you pour. Maybe I'm really dumb, but I'm having a heck of a time getting the hang of the darn thing. I took mine back to West Marine, and the folks there

*Old-style fuel jugs may be environmentally-unfriendly, but at least they are easy to use.*

became as frustrated as I trying to get it to work. The problem is that there isn't an exterior vent and the spout won't lock open — resulting in more fuel being spilled than with the old, 'environmentally unfriendly' type.

I keep my boat at Brickyard Cove, and several of the guys on the dock there have had similar problems. They suggested some alternative solutions, the best of which was to siphon my fuel from the jug into the boat's tank. It makes a lot of sense to me. I'm wondering if *Latitude* readers are having the same trouble as I, or if they have found the secret to mastering this new type of spout?

P.S. *Latitude* has gotten better every year and is now the best boating magazine anywhere.

Don Farquharson  
 El Cerrito

Don — Thanks for the kind words. We visited several chandleries, and each of them reported customer complaints about the new fuel jerry jugs.

### ↑↓YOU DON'T NEED TO BE A WEATHERMAN TO KNOW . . .

Your response to Roy Beauchamp's inquiry about weather conditions for sailing Hawaiian waters in February contained a couple of inaccuracies that I must respond to. First of all, it was surely a typo, but the prevailing winds — the fabled trades — blow in from the east to east-northeast, not from the northwest.

In the months of December, January, and February, cold fronts can come through from the northwest — preceded by southerlies and followed by northerlies. If they aren't enough to keep mariners on their toes, the giant winter surf can build rapidly on northwest shores — usually ahead of these fronts — making west-facing anchorages dangerously unsafe. There aren't any east-facing anchorages in Hawaii, as most of the islands are steep-to along the northeast coasts due to the relentless east winds pounding the shorelines for most of the year. There are east-facing commercial harbors that sailors can moor in briefly, but they aren't what most people are looking for.

*Latitude* was correct in mentioning that light Kona winds



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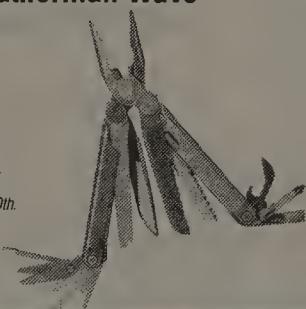
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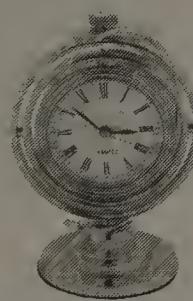
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## LETTERS

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make for pleasant interisland sailing, but they are unpredictable and often very light.

Tom Ross's estimate of about a 20% chance of good sailing weather in February is about right on. Because of the lack of predictable conditions and safe anchorages in Hawaiian waters in the winter, there is no winter charter industry to speak of. The best sailing and cruising is in the summer, when most folks in the States are enjoying sailing in their home waters.

I have been in the ocean recreation/daysailing business here in Hawaii for over 27 years — I had a Kurt Hughes-designed catamaran — and am frequently asked why there aren't any bareboat sailing fleets in Hawaii. In addition to the weather reasons cited above, the difficulty in getting insurance also plays a role.

I thoroughly enjoy *Latitude*. The only other sailing magazine I subscribe to is *Multihulls*, which I have done since the beginning. I agree that publisher Charles Chiodi should pass the helm to a new watch and let them pump some fresh blood into *Multihulls*, but am glad to see increasing multihull coverage in your magazine.

Jay Lambert  
Kona, Hawaii

*Jay — Thanks for the more detailed explanation on weather conditions in Hawaii and the kind words.*

*We don't know if our attempt at constructive criticism had anything to do with it, but we think *Multihulls* magazine has improved significantly in the last several issues.*

### ↑↑STICK YOUR ANCHORAGE ETIQUETTE UP YOUR BUTT

It's October again, so thanks to *Latitude*, that means there'll soon be another release of newbie Ha-Ha 'cruisers' to infect my anchorage. So before I have to go any further south to escape all your hand-holding, pot-lucking, cliquish rule-making, let me tell you folks how it really is out here.

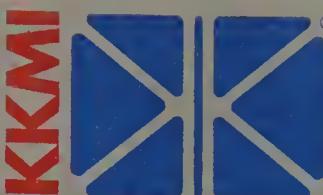
I left San Francisco a few years back on a sailboat to enjoy the free life, to live as I want, and not be told what or how to do things by anyone. If you don't like the volume of my music, please don't come over and tell me to turn it down. You can just as easily pick up the anchor and move to another anchorage. Yes, that anchor does go up just as easily as it goes down.

People say I'm inconsiderate, but by whose definition? I ain't breaking any sound laws because there aren't any out here. So if you don't like it, stick your make believe anchorage etiquette up your collective butts and move on!

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*J.B.M. — Goodness gracious! We're a little curious when you say it's "my anchorage" — is that because you've become a Mexican citizen, or is it some sort of personal Manifest Destiny, or just because you say so?*

*You might be careful what you ask for, because the cutting edge of anarchy and lack of consideration swings both ways. You might sing a different tune, for example, when Pierre de Paree anchors his badly rusted hard-chine steel boat with 2:1 scope just 50 feet upwind of you in a strong breeze. When you object that he's endangering your boat, he'll scream that nobody can tell him what to do on "his ocean," and berate you for being a poser-cruiser who is too chicken to have gone anywhere, and he might toss a few empty wine bottles on your deck just to watch them break. Then he'll expropriate your dinghy for the afternoon based on the fact that "property is*



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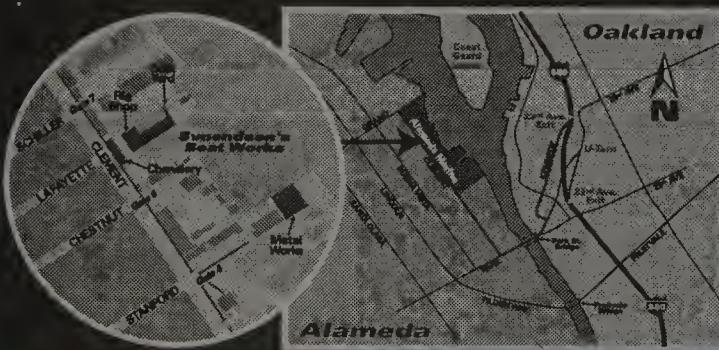
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# LETTERS



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Tony Gooch aboard 'Taonui'

TONY SHERIDAN

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we find a discrepancy, as it's listed there for \$29.95.

There is just a slight chance that it's actually you who is out of touch with multihull sailing on the "Left Coast." As the instigator of the *Catnip Cup* for cruising multihulls on San Francisco Bay, we can report that over 90% of the multihulls that have participated in its three-year history have been modern era sloop-rigged catamarans. And as the volunteer *Grand Poobah* of the *Baja Ha-Ha Rally* to Mexico for the ninth year, we can report the same has been true in that event. In fact, we've yet to have a participating multihull sport any of the following rigs which you wrote about: aero, bi-plane, una, A-frame, junk, gallant, lateen, sliding garter, schooner, yawl, or lug. In fact, other than one or two ketch rigs on older trimarans, all have been modern fractional rig sloops.

We're confident that most of those intrigued by multihulls on the Left Coast are less interested in A-frame and sliding garter rigs than they are in the subtleties of sail trim on a modern multihull compared to that of a monohull. It was the first thing we looked for in your book. But with all due respect, we learned almost nothing from the few short paragraphs on the topic. For example, under the heading of *Traveller* — a critical sail trim tool on catamarans — you write, "Ask any Hobie or Toronado sailor, he can show you exactly the preferred usage." We're sorry, but we think folks paying \$29.95 deserve both a little better sentence structure and more information.

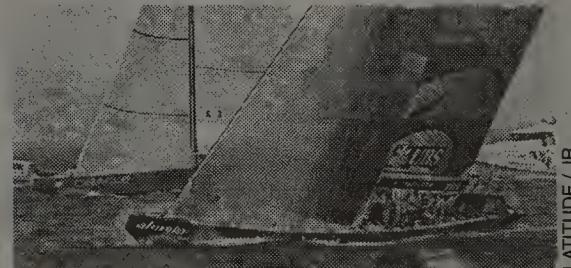
We're not saying there isn't any good information in your book. In fact, it seems particularly suited for folks looking for a history of multihulls, as 242 pages of the 406 pages are devoted to mostly one-page reviews, most of which are dominated by large but fuzzy line drawings of dated designs, long out of production. Even so, how informative is a review that, in its entirety, reads as follows:

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This qualifies more as a brief reminder of a trip to the Caribbean than a meaningful boat review, wouldn't you agree? With all due respect, we think you can do much better than that, perhaps with more feedback and help from an editor.

### ↑↓THANK YOU FOR THE MOËT CUP

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# LETTERS

difficult and dangerous to give way to boats sailing through the crowd when doing so violated the right-of-way of adjacent vessels.

Burt McChesney  
La Storia

## ↑↑FIRST-TIMER'S TIPS FOR CATALINA

The July and September issues of *Latitude* had good information for sailors cruising to Catalina for the first time. Here are some additional tips from a longtime San Francisco YC member who frequents the island about twice a month to sail, dive — or both.

The spring and late summer and fall weather windows *Latitude* gave for Catalina were right, but there is more to it. Late summer and fall bring the best tanning weather, but also the greatest chance of Santa Ana conditions. During these times the usually-mild westerlies reverse, and hot and dry wind blows off the deserts toward the island. Some Santa Ana winds are mild, blowing at 10 to 15 knots, but some blow 50 knots or more. The good news is that Santa Ana conditions are very predictable. The weather channels usually give 24-hours notice, and six hours at the very least. If you are moored on the 'front' of Catalina — meaning you're facing the mainland — you simply motor around to the back-

side to get protection. The *Coastal Pilot* recommends the Palisades, which are two miles northwest of the light on the south end.

Is there a bad time to go to Catalina? Not really, since Bay Area sailors are used to wearing foulies from Opening Day through September. Catalina in the winter — December through mid-April — is very much like summer sailing

LATITUDE / RICHARD



*The backside of Catalina is very dramatic.*

in the Northwest. Some days are spectacular, but other days it rains just like the San Juans or Desolation Sound. One of the best days we ever had at Avalon was a January 5 — it was warm, there was lots of sun, and there were no lines for pancakes at Joe's at the foot of the Green Wharf. No matter what kind of diving you do — scuba, free, or mask and snorkel — the best visibility is in the winter when it's as much as 100 feet. It's typically only 15 to 20 feet in the summer.

The typical weather pattern in the winter repeats itself every four to six days. It starts with light wind and rain for a day. Then the wind shifts to the north, the clouds disappear, and there's great winter sailing in 15 to 20 knots of wind. After a few days the winds die, the sky clouds over, and it rains again. When the wind dies, we dive — even if it's raining.

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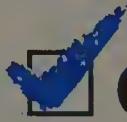
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## LETTERS

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winter is a more serious matter, but there are always people who find a weather window to do it — even if it's on the I-5.

The picture you ran of Cat Harbor on the backside shows a crowded day. Except for special events, that's about as many boats as ever go there. All the bad things associated with too many people on the front side don't occur on the back side, which feels more like the other Channel Islands. Besides the moorings in Cat Harbor, there are some great places to anchor — Little Harbor, Shark Harbor and Cottonwood Canyon. These are somewhat exposed, but if necessary, relief is just a few hours away by motoring around either end of the island.

Diving on the back side is more advanced than on the front side. Between West End and Sentinel Rock at Cottonwood Canyon, there are 17 great dive sites — with promising names such as Kelp Point and Lobster Bay — which rarely see divers. Catalina's primo dive site is Farnsworth Bank, lying about 1.6 miles off the back side. Farnsworth is a seamount, so you need the skills to hit the top of the seamount in 55 feet of water with your ground tackle. Down the anchor line you'll find the only big patch of purple hydrocoral at Catalina. With depths to 120 feet, you won't have a lot of bottom time, but you'll see an unusual mix of local fish plus open ocean voyagers looking for a meal.

Joe Titlow  
Lunadababe  
Lunada Bay, Palos Verdes Estates

*Joe — Thanks for the great information. Just for fun, we called the Avalon Harbormaster's Office to get their take on when folks should be most concerned about Santa Ana winds. Harbor Patrolman Orne Carstarphen says they can actually occur during any month of the year, but are most likely from November through March. Although Santa Anas are sometimes light, Carstarphen says that at least once a year — and sometimes four or five times a year — they blow at 20 knots or more. In such instances, officials have to advise skippers to take their boats off the moorings and seek shelter. Avalon boats that can't be evacuated for one reason or another are put on double moorings and tucked up in the corner near the Casino, where there is often protection from the typical northeasterly Santa Anas. But sometimes Santa Anas come out of the east, putting the entire cove at risk. On those occasions it's best to be on the back side of the island tucked up close to shore. The last big Santa Ana Carstarphen can remember was in '97, when it blew 50 knots for about four hours. One 30-ft boat was lost on the beach.*

*During the last three years, we've made about 15 round-trips to Catalina, and have become big fans. We like the fact that you can have a major people/restaurant/nightlife experience at Avalon, a more rugged mostly mariners-only experience at Two Harbors, or an all-by-yourself nature experience on the back side of the island. We've also been extremely impressed with the Harbor Patrol and other island employees at both Avalon and Two Harbors. We've never had a bad experience with any of them, and have had many good ones. Late summer and fall at Catalina have become a permanent part of our sailing year.*

### HOW TO HELP THE VICTIMS OF HURRICANE MARTY?

It's weird how little news there was in the United States about the damage caused by Hurricane Marty. Is there a place to donate money and/or contribute relief items for the people of Baja and cruisers who may have lost everything? Having just recovered from my own dismasting, I feel for those people



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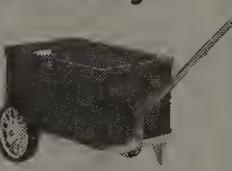
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who launched their cruising dreams only to have them dashed to pieces.

John Harvan  
San Rafael Yacht Harbor

*John — Nice thought. Try [www.clubcrueros.org](http://www.clubcrueros.org) — they have an emergency fund for cruisers and also do great things for the poor locals.*

### WE THANK OUR LUCKY STARS EVERY DAY

To the best of our knowledge, our *Mi Amante* suffered only minor damage after being in Marina Palmira during Hurricane *Marty*. We have a Rutland 913 wind generator, and before leaving the boat had tied off the blades. We're told the blades and tail fin are gone, but otherwise our boat is fine. We have numerous friends and acquaintances that I'm afraid were not so fortunate.

We have been very lucky during the past two years. When Hurricane *Juliette* came through La Paz two years ago, our boat was on the hard in the yard where something like 17 boats fell off their stands. Boats fell all around ours, but ours stood. And with *Marty*, we lucked out again. So we count our lucky stars every day.

Before leaving our boat for hurricane season, we naturally strip her of all sails and dodger windows, and make sure that all other items are well-secured. We think this year's tragedy in La Paz might enlighten more cruisers to take similar precautions in the future.

Howard and Terry Howe  
*Mi Amante*  
La Paz

### LET'S GET SERIOUS ABOUT HURRICANE PREP

You've probably been flooded with stories and photos about Hurricane *Marty* and the damage it caused here in La Paz. Granted, three days before he hit, he was just a tropical storm forecast to head toward Hawaii. Nonetheless, it's no secret that we in the Sea of Cortez are affected by hurricanes in the Pacific, some of which turn and sweep up into the Sea, and some of which cross over Baja and come up the Sea.

*Marty* was a mini-hurricane in the sense that it blew for just a few hours before the eye and another hour after the eye



TOM ZYBER

*One hundred knot winds put both large and small boats on the beach.*

with anchored-out boats put out countless lines to unprotected docks or to concrete pilings. In many cases, this resulted in the boats ultimately being destroyed.

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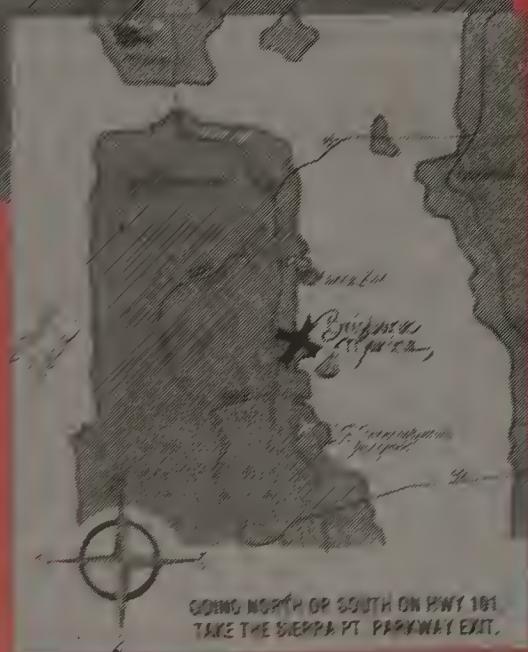
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## LETTERS

Let's get serious about hurricane preparations before next September comes around!

Hamish A. Hunter  
Lopez Marine Services de B.C.S., S.A. de C.V.  
La Paz, Baja California Sur, Mexico

Hamish — It seems certain that the amount of damage to cruising boats in La Paz and Puerto Escondido could have been reduced had some of the most basic hurricane preparations been followed. For example, at Marina de La Paz, which was so badly damaged, the management reported that at least 20 roller furling jibs had come unfurled in their marina alone. Imagine the destructive power generated by 20 genoas flogging around in 100-knot winds. Why the owners hadn't removed the furling jibs and mains before leaving for the summer is something of a mystery, particularly because not having done so may result in some insurance policies being voided. Hindsight is 20-20, of course, but we're also a little puzzled as to why boat owners on hand and the marina staff didn't at least remove the furling genoas when it became obvious Marty was going to hit. It must have been too late by then.

It will be interesting to see if there will be changes as a result of Marty. Will boats still be able to get insurance for summers in the Sea, particularly if they are not in a marina with a permanent breakwater, or if they are south of Bahia de Los Angeles? Will marinas and/or the government demand that boats be stripped before being left for hurricane season? Will unattended boats still be allowed to be left on moorings or their own anchors in La Paz Bay and Puerto Escondido for the hurricane season? Only time will tell.

### ↑↑SKIP THE SEA OF CORTEZ THIS WINTER?

I've only sailed western Mexico and particularly the Sea of Cortez as a '6-month sailor' since 1998, but unless this year's Ha-Ha class is into assisting construction projects while roughing it, it might be a good idea to suggest that they sail from Cabo to either Mazatlán, Puerto Vallarta, or other points on the mainland. It appears that the Baja infrastructure for cruisers will be hard-pressed to deal with more than simply getting their lives back together for awhile. In fact, maybe this would be a good year for Mexico to open up the Islas Tres Marias as rumored.

P.S. Have a great sail . . . all the way to St. Barth.

Jon Doornink

Seadream

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Jon — With the almost complete destruction of Marina de La Paz by hurricane Marty, we wondered where all the damaged-but-still-floating boats would go. But Mary Shroyer told us that everyone was almost immediately able to find a place for their boat, many of them at Marina Palmira at the other end of town. We were further surprised when, a week after Marty came through, a Ha-Ha entry told us he was able to secure a guaranteed berth for the winter at Marina Palmira. So while we sure wouldn't head up to La Paz looking to get work done on our boat, we wouldn't automatically assume that it was off-limits — other than the fact that hurricane-ravaged cruising communities tend to be very depressing places for many months. Even if one decided to bypass La Paz itself, there would be no reason whatsoever to miss the cruising wonderland between La Paz and Puerto Escondido, which is usually excellent — warm air, warm water, and more greenery than at any other time of year — until about the middle of December.

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## LETTERS

As for the Tres Marias, until Mexico takes all the violent prisoners off the island, they won't be ready to welcome visitors. Knowing Mexico, if the island group is ever opened to cruisers, the announcement will likely come out of the blue.

### DEATH OF A HARBOR

The residents and users of Ventura Harbor were living in a watery version of hell late last month, as there was another invasion of 'red tide', the algae bloom that removes oxygen from the water and kills much of the sea life.

Red tides have been prolific this summer, with levels ranging from mild to severe — and culminating with the nightmare we are facing as I write today, September 22. When the oxygen levels began to drop on the 20th, the sardines and smelt began leaping from the water by the hundreds. By the next day, we saw the beginnings of the fish die-off. The fish with swim bladders floated on the surface after they died, while fish such as white sea bass and halibut would take their last gasp from the air, die, and sink to the bottom. In both cases the process of decomposition began quickly, which created an unpleasant odor that quickly escalated to an overpowering stench.

The smell was so bad that it drove customers away from the Village complex and liveaboards off their boats. Many liveaboards sealed up their boats to prevent the stench from permeating everything, and went to stay elsewhere. Residents who stayed behind began scooping up the dead fish by the thousands when the necessary gear was finally provided. Ultimately, the Harbor Patrol organized commercial fishing boats to haul the rotting fish out to sea for disposal.

According to the Marine Sciences Department at the University of California at Santa Barbara, the only way the harbor water — which is now black in color, fetid in odor, and covered with a slick of fish oil — will begin to recover is when huge quantities of fresh seawater and air are introduced to hasten the re-oxygenation. Experts from UCSB also suspect that all bottom life is dead, and that it would be extremely beneficial to drag the bottom as well. These recommendations constitute such a huge task that the Ventura Harbor District, which has limited manpower and resources, cannot handle it alone. I can't believe that other governmental agencies haven't been called in to combat what is clearly an environmental disaster. If a similar-sized neighborhood in any town in California had a similar ecological disaster — there is not one living fish, shellfish, or plant left in the harbor waters — I think we would see a more appropriate response.

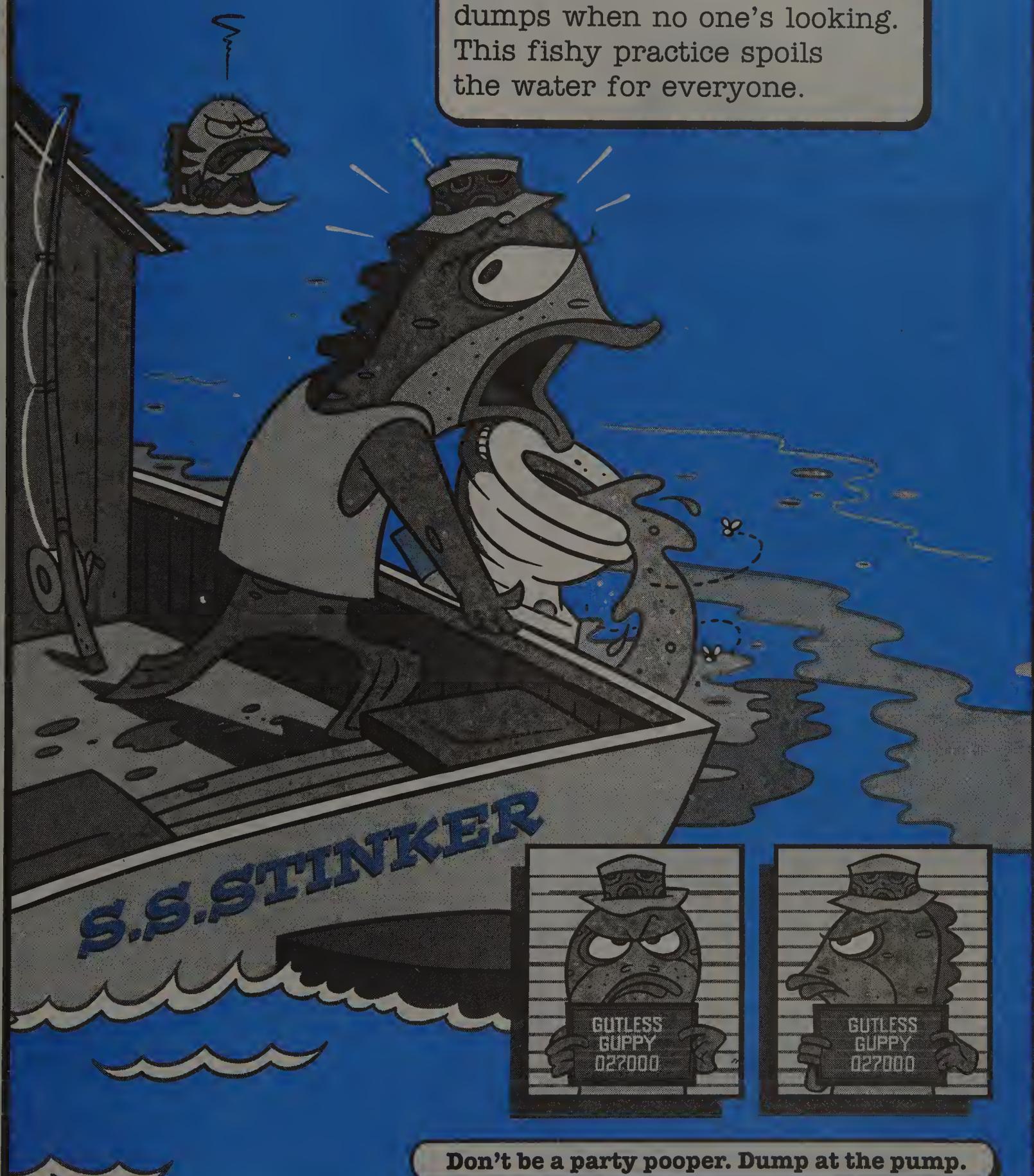
Now that the surface of the water is mostly clear of the first crop of the decomposing fish, the attitude seems to be 'let Mother Nature take her course'. Well, that's not good enough. The death of this harbor needs to be treated with the same fervor as the reaction to any other natural disaster — no matter what it takes. When the water does recover, aeration equipment should be permanently installed throughout the harbor — as is the case in Santa Cruz Harbor. That way a switch can be flicked at the first sign of another such event to lessen the problem.

For most of the past week, my wife and I have been desperately trying to make contact with people in a position to take the bull by the horns and attack the problem. However, very few contacts have been made, mostly due to an inability to navigate the complex answering machine systems in order to speak to a real person, as well as the lack of environmental representatives.

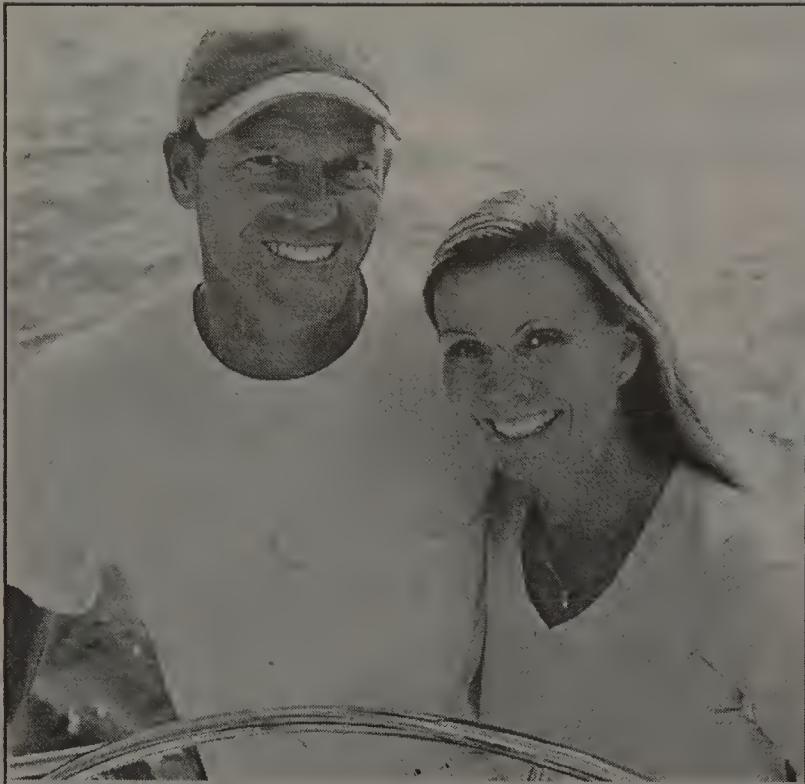
In conclusion, we appeal to everyone to get involved by demanding that this despicable disaster be cleared up and

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## LETTERS

future ones be prevented from happening. We want to be able to go home and breathe non-contaminated air, see fish swimming again, the herons hunting for food, and the ducks paddling around. Please help!

Peter Caras  
Ventura

*Peter — It's now a little less than a month later, and Ventura Harbor Operations Manager Scott Miller tells us that the red tide and smell is almost completely gone, and that there is four feet of visibility in the harbor. One of the harbor patrolmen also told us that 140 tons of dead sea life had to be removed from the harbor. Not everything was killed, however, as the mussels survived.*

*Would it make economic sense to install aerators in Ventura and all the rest of the harbors along the California coast? Miller says he's not sure, for while they experience some level of red tide almost every year, this is the first time in over 20 years that it was bad enough to kill fish.*

*Santa Cruz Port Director Brian Foss says they have spent something like \$300,000 on 30 aerators, but not for red tide. Their problem is that in '64, '74, '80, and '84, huge schools of anchovies were chased into the harbor by bigger fish, used up all the oxygen in the water, died, and created a massive and caustic biomass. It was so bad that there was hundreds of thousands of dollars in damage to the docks and gel coats of fiberglass boats. To date there haven't been any reports of such damage in Ventura.*

*Given the fact that there has only been one red tide fish kill in Ventura in the last 25 years, and it doesn't seem to have had a devastating long-term effect, perhaps it's better to let nature take her course rather than spend more of the money that California doesn't have.*

*In a somewhat comical aspect to the problem, Foss tells us that back in '64 the mariners in Santa Cruz tried a sort of poor man's aeration system — they put all their boat engines in gear while at the dock. Alas, turning boat props proved to be an ineffective substitute for specific aeration equipment.*

### CRIME ON THE WAY TO THE CARIBBEAN

My wife and I are leaving for Mexico, Central America, the Panama Canal, and the Caribbean aboard our 60-ft ketch. We are worried about the level of robberies and piracy taking place in these regions. Where can I get current information and advice about the level of violence against boaters traveling through these areas? Also, is there any information available concerning the use of rifles and handguns for use in protection against being boarded and robbed?

We are taking our three dogs with us, and would like to get information from cruisers who have made this trip with pets.

Ray Hunt  
mma9111970@cs.com  
Sara Jane, 55-ft ketch  
San Diego

*Ray — Nobody is perfectly safe anywhere, of course, but if you use common sense, the risk of your being the victim of violent crime along your proposed route is relatively low. The greatest exceptions would be along the coasts of Colombia and Venezuela, where several times a year cruisers still seem to be the victims of violence.*

*Guns don't seem to be the answer. They are forbidden in many countries, and where they are allowed, the paperwork can be horrific and the guns will be held for you for the duration of your visit. In that case, they'll be no good to you for*



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## **LETTERS**

personal protection. If you don't declare your weapons and get caught with them in a country like Mexico, you'll have a hard time keeping yourself out of prison. In places like Venezuela and Colombia, where violence is often second nature and life can be cheap, you'd almost certainly be outgunned by pirates/thieves.

We haven't taken a survey so we don't have any hard numbers on what percentage of cruisers carry guns, but we'd guess it's very small. For what it's worth, we're about to make the same trip as you are planning, and we'll not be carrying any weapons — other than flare guns, which might discourage a petty thief.

Dogs are another story. We know lots of cruisers who've taken dogs on the route you propose without any problems. In our opinion, having three dogs on your boat will significantly reduce your chances of being a crime victim. Punks will look for easier pickings. When it comes to nonviolent crime, you have to watch out for credit card and ATM fraud in Mexico, pickpockets and credit card fraud in Costa Rica, and theft in certain parts of Colon and Panama City, Panama. When it comes to violent crime, the remote areas of Colombia and Venezuela are by far the areas of biggest concern.

Before and while in the Caribbean, you'll want to check out the Caribbean Security Net, which you'll find on the web at [www.caribcruisers.com/security](http://www.caribcruisers.com/security). They maintain an extensive list of what crimes occurred and where, from Panama throughout the Caribbean. It may not have every crime listed, but we think it's very helpful. In addition, their Safety and Security Net comes on the air on SSB 8104 KHz each morning at 8:15 a.m. Atlantic Standard Time to record and report any new crimes. This excellent service has been going on since 1996, and they'll be able to answer your security concerns.

Flash — As we go to press, the Central American Breakfast Club net is reporting that John Haste's well-known Perry 52 catamaran Little Wing was stopped mid-channel in Cartagena, Colombia, by a cayuco shortly after leaving the Fero Chem boatyard. Three men with a shotgun came aboard and bound a person who has been described as both "Bruce" and the "owner/skipper," which isn't quite right, and proceeded to steal all the electronics, valuables, and \$400. Although bruised, whoever was on Little Wing at the time was basically unharmed.

What makes this report a little unusual is that Cartagena has generally been considered the one and only safe place in Colombia. Haste recently reported that he was having a great time there.

#### **↑↑DON'T EVEN CONSIDER THE COAST OF VENEZUELA**

Bringing Latitude's 63-ft catamaran *Profligate* to the Eastern Caribbean will be no small task, as it's nearly 5,000 miles from San Francisco and it can be very tough making the 1,100 miles east from Panama.

I did the clockwise transit of the Caribbean singlehanded the winter of 2001-02 at the age of 61. Leaving Panama a little too late in the season, I fought the northeast winter tradewinds and the equatorial current in an attempt to even make it to Jamaica. But I got so tired that I finally gave up and sailed downwind to Grand Cayman Island, then around the north side of Jamaica, the south side of Hispaniola — after a freighter captain warned me about conditions in the Windward Passage — and then to the north side of Puerto Rico.

I want to warn your crew not to even consider the mainland coast of Venezuela, as pirates using automatic weapons and bulletproof vests have been active along that coast. Sev-

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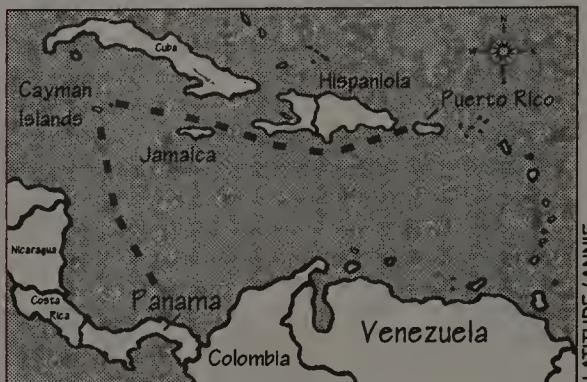
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## LETTERS

eral boats have been boarded during these unsettled political times in that country. Cruisers leaving from here in Trinidad and heading west are traveling well offshore of the Venezuelan coast for safety.



of Latitude for us West Coasters cruising in the Eastern Caribbean.

John Anderton  
Sanderling, Cabo Rico 38  
Alameda / Trinidad

John — Thanks for the advice. Everything is going to depend on how quickly Profligate can make it to and through the Panama Canal. If it's before the end of the third week of November, there's a decent chance there will be some light winds and relatively flat seas in the Caribbean, which might allow for a couple of days on our rhumline course. If we remember correctly, that's what John and Amanda Neal were able to do with their Hallberg-Rassy 46 Mahina Tiare a few years ago. But if Profligate doesn't get through the Canal until the middle of December, it's much more likely that the reinforced 'Christmas Winds' will have started blowing, which would necessitate a longer, more circuitous route such as you took. The one thing we know for sure is that nothing is for certain with an adventure like this.

We look forward to being able to hand deliver the latest Latitude to you at the Heineken Regatta. In addition, we think we'll be distributing Latitudes throughout the islands at Budget Marine stores for the duration of the winter.

### STANDING UP FOR DON

Latitude recently published two letters about weather forecasts done by Don Anderson of *Summer Passage* and others, and I feel they were a real disservice to the cruising community in the Sea of Cortez. Both articles were especially critical of the weather reports that Anderson gives. The longest article was unsigned — which I felt was cowardly of the writer and unethical of your magazine.

Anderson gives weather reports and forecasts many times during the day, and many of us cruisers use his information to make informed judgments as to whether to sit tight or make a passage. At the beginning of each forecast, he always tells his listeners that ". . . this is an amateur endeavor and boaters should keep that in mind when making decisions based on this information. . ." What that means, of course, is that if a particular boater feels that these forecasts are 'gospel', he is only fooling himself. Anderson also passes on reports from NOAA and the National Weather Service that many of us who either do not have Internet access or are in remote places would not otherwise be able to get.

The other important thing that Anderson does for us here in the Sea is to give us information that quells rumors of impending storms. After hurricane *Marty* swept through La Paz, my wife and I moved our boat *Chez Nous* out to the El

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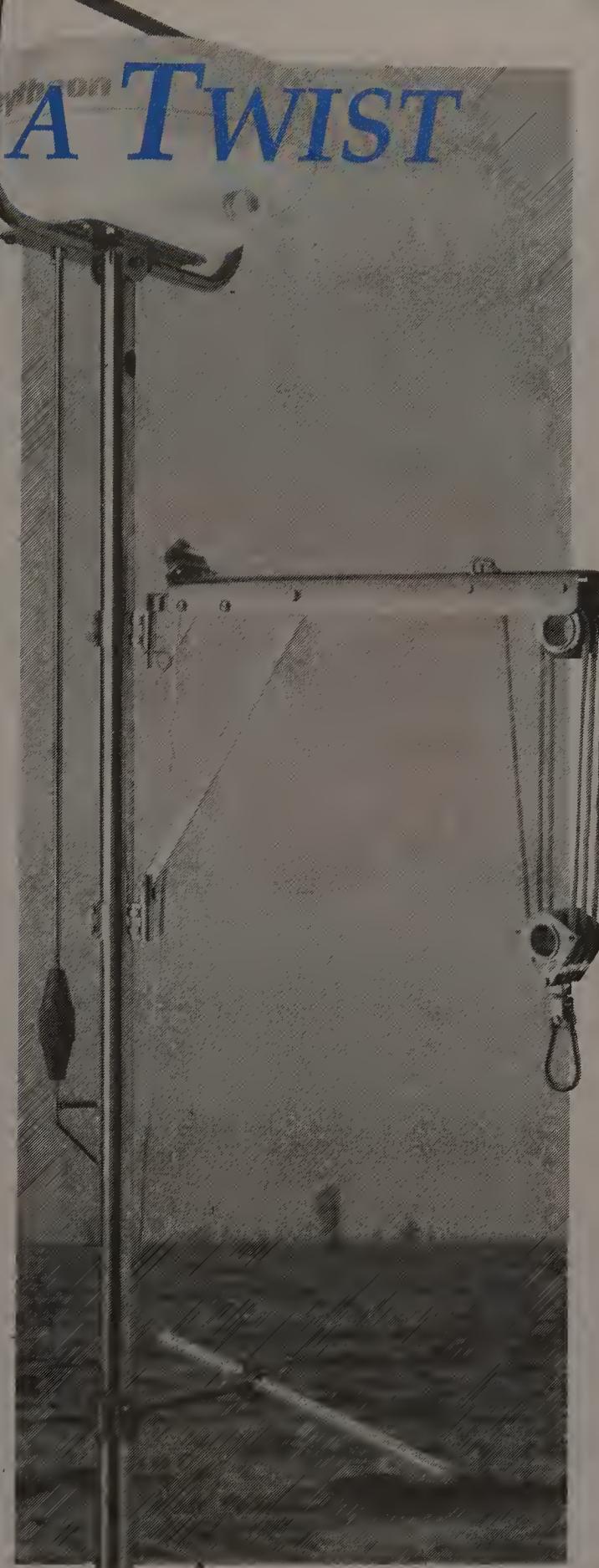
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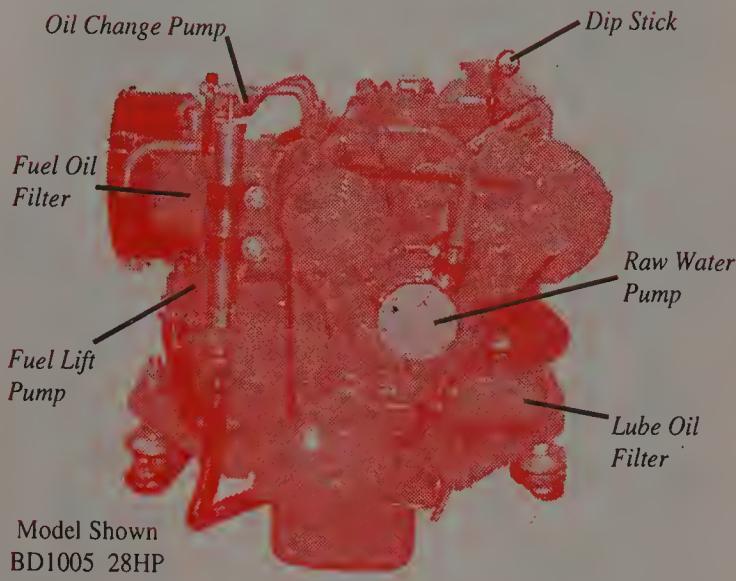
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## LETTERS

Magote anchorage. On channel 22, the local cruisers' net, there were rumors of yet another storm right behind *Marty*, and how it would really devastate the cruising fleet. I contacted Don Anderson on SSB that evening, and he told me that it was true, hurricanes *Nora* and *Olaf* were out there, but they were still a number of days away and still forming, so we had time to prepare. I felt that this real information was invaluable both in terms of easing my mind and helping calm the fears of my wife and cruising partner.

As *Nora* and *Olaf* approached, some boaters on the VHF net seemed to get some kind of thrill by telling everyone how these next two storms would level La Paz. They recounted what past storms had done in the area, and thus stirred up fear in many cruisers. Anderson's reports, on the other hand, were always without drama.

Every day weather forecasters in the United States give forecasts four to five days out. How often are they correct? I doubt they do any better than Anderson. The Weather Channel, which gives continuous weather information, routinely gives forecasts seven days out. They are almost always wrong.

The important thing with all this information is that the individual who is hearing it uses it to make an informed decision as to what to do with his immediate and future plans. Anderson routinely will not give a forecast farther than 48 hours out. When giving forecasts, he also tells his listeners that the information he is giving is for conditions 20 or more miles offshore, and that conditions closer to shore cannot be accurately forecast due to land conditions.

In closing, I feel that the information that Anderson of *Summer Passage* and others give us cruisers in Mexican waters can be very valuable — if used properly.

Allan Winn  
Chez Nous

La Paz, Baja California Sur, Mexico

Allan — So you honestly think it was a disservice on our part to publish letters by two cruisers who have a combined 20 years and 40,000 miles of cruising experience in Mexico? It almost sounds as though you're afraid to consider their alternative opinion. Based on your displeasure, we reread both letters — and found them to be intelligent, insightful, and fair. Anyone sailing to Mexico, and particularly the Sea of Cortez, would be a fool not to read them carefully, and with an open mind.

Weren't you surprised at how often these veteran cruisers were in agreement with you on crucial issues? Gary Albers, for example, wrote his letter because he was afraid too many new cruisers were taking Anderson's forecasts as gospel. You seconded this opinion by saying that only a fool would do that. 'Name Withheld' specifically noted the reasons he didn't care for Anderson's forecasts, and carefully outlined why he thinks so many new cruisers put so much faith in them. Nonetheless, he said he listened to Anderson's broadcasts for the same reason you do — because he also passes on direct information from the National Weather Service. Please note that the two critics didn't slam the other marine forecasters, but instead, had good things to say about them.

### DEAR DON OF SUMMER PASSAGE

I wrote the following letter to Don Anderson of *Summer Passage*, who provides so much weather information to cruisers in Mexico:

"I can see why you would be upset over the critical letters in *Latitude*. You put so much effort into what you do for us cruisers in the Sea, along the west coast of Mexico, and off-



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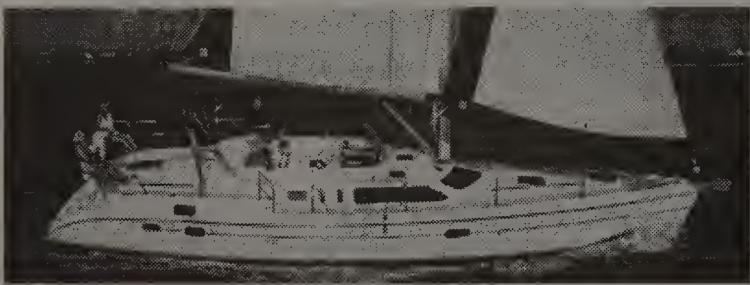
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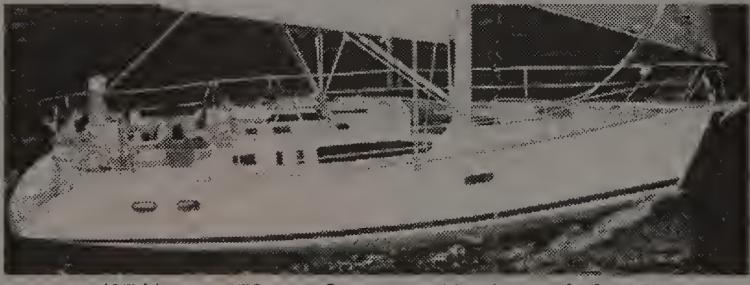
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## LETTERS

shore. We all know that you care very much about the welfare of the cruisers. I, along with many others, listen to your weather every day, and appreciate it more than I can begin to tell you. I'm not too knowledgeable about the weather, but I have learned so much by just listening to you. Of course, I always reserve the final judgment for myself, but you provide the tools for that, and I can only say thank you very much for everything that you've been doing for us.

"Please don't feel discouraged by the critical letters. Remember that the majority of us cruisers aren't given to low, sneaky backstabbing such as was done by 'Name Withheld'. Some people aren't happy unless they have something to bitch about. But for every person who might think he has a gripe, there are 50 of us cruisers who love you and your help. The intelligent among us know weather forecasts are not an exact science, and any fool who expects you to be right all the time is just that — a fool!"

Lynne Stevens  
Wild Flower, Freeport 36  
Puerto Escondido

*Lynne — As a much-loved former crewmember of Profligate, we urge you to let a little time pass and then try to re-read the letter from 'Name Withheld' more dispassionately. If so, we think you'll see that right or wrong, his letter was not a mindless complaint, but a logically crafted statement with specific examples of why he thought some marine weather forecasters for Mexico were more helpful than others. And — don't forget this — why all of them have something worthwhile to offer.*

*We should also explain that the letter was originally for our eyes only. But we thought it was such an important opinion — one supported by a number of other extremely knowledgeable and experienced cruisers in Mexico — that we convinced him to let us run it as long as we didn't identify him. So if you're pissed at the 'Name Withheld' business, be pissed at us.*

*For what it's worth, while hurricane Marty raged around his boat in the Sea of Cortez, 'Name Withheld' emailed us the following: "I must give the devil his due, for in the instance of hurricane Marty, Don Anderson was more accurate in predicting its path than anyone — including the National Hurricane Center." We don't know about you, but we have tremendous respect for people who aren't afraid to volunteer evidence that runs contrary to their general thesis.*

*Finally, if you knew who 'Name Withheld' was, and his instrumental role in saving many boats — including the one belonging to the person closest to you — during Marty, we think you wouldn't be so quick to condemn him.*

### ↑↑DON IS A GENTLEMAN WORTH KNOWING

For the past couple of months I have read nothing but negative comments in the *Letters* about Don Anderson of *Summer Passage* and his weather forecasting for West Coast cruisers and racers. I have known Don for 25 years, starting with when I raced against him when he sailed out of the Balboa YC in Newport Beach. He is a gentleman worth knowing.

Anderson is also an experienced cruiser who knows the west coast of Mexico better than most of the cruisers who are out there now. That alone is worth the time to listen to his reports. As far as Anderson being an "expert" goes, he will be the first to tell you at the beginning of each of his daily reports that his is "an amateur endeavor." He knows full well that you can't "micro predict" for small areas along the coast. But he does provide one more bit of information that prudent skippers can put into the mix when deciding whether or not

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## LETTERS

to make a passage that day.

I personally listen to Don's reports as part of my checking every weather source — including the Winlink grib files and sticking my head outside a port to see if it's blowing or not. I have raced and cruised, and sailed and motored, along the Mexican coast for 40 years now, and it still amazes me how beautiful and subject to change the area can be. There will always be days one decides to stay put, and days when one decides to do the opposite. If anyone wants absolute givens, they shouldn't go cruising. To quote a good friend on the vessel *Mermaid*, "It's all part of the adventure!"

It's important that all cruisers have well-found vessels able to take anything that comes up, because we all make mistakes predicting the weather. For example, last April I made an error when crossing from Mazatlan to Cabo San Lucas. I left in what I thought were stable conditions, but 10 hours later we had a 35 to 40-knot Norther blowing down on us from the Sea of Cortez. The short, steep seas of 8 to 10 feet were on our starboard beam, ugly, and not much fun. Granted, it was uncomfortable, and my First Mate and daughter didn't care for it, but I never was concerned that our well-found boat couldn't take it. The point is that if you're not on a vessel ready to take bad weather, you shouldn't be out there.

When I was in the sailmaking business years ago, I regularly advised new cruisers to do a shakedown cruise before departing on a long trip. Very few new cruisers do that these days, and I think it's a mistake. For those in Southern California, I advised them to provision their boat for a week and sail — not motor — around San Nicholas Island. That meant they would be sure to get some breeze and enough seas to learn where their decks leaked. On the way back, they were to stop at Catalina's Cat Harbor and anchor, not pick up a mooring, so they'd at least have some practice at that. The one nice thing is that almost every anchorage in Mexico is better than can be found on Catalina!

By the way, a pet peeve of mine is when someone writes about something but doesn't get the details straight. Don Anderson's vessel is *Summer Passage*, not *Summer Wind*.

Capt. Mike Schachter  
*Sobre del Mar*  
Long Beach / Manzanillo Bay

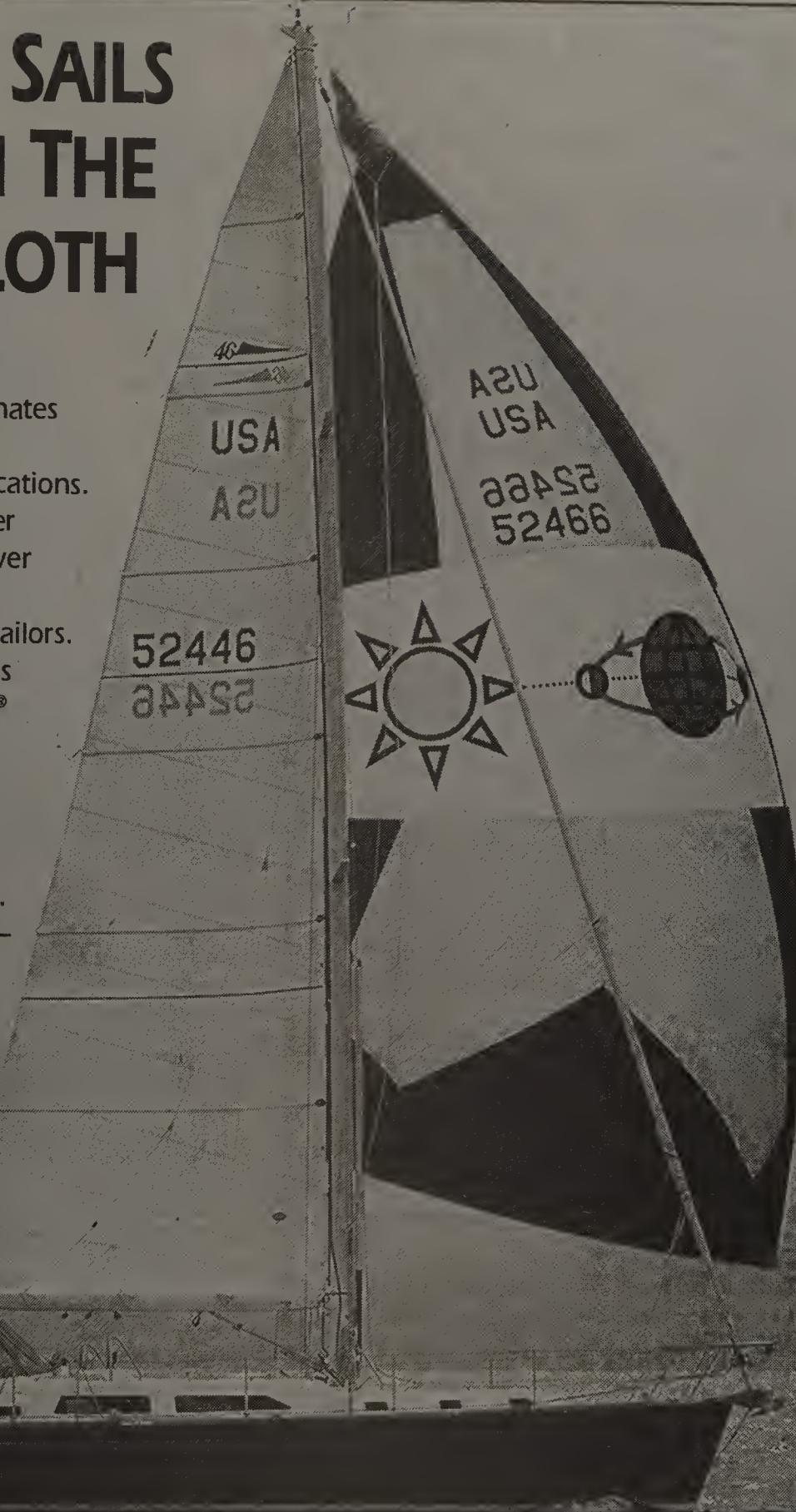
Mike — You made two errors. First, we've published both pro and con letters about Anderson's weather forecasts. Second, none of the negative letters have been about Anderson the person — we wouldn't have run them if they were. The primary complaints have been that he indeed tends to make "micro forecasts" based on what seems to be extremely thin supporting data. All those who have criticized Anderson's predictions note that none of the other marine forecasters are willing to go so far out on a limb. So what each listener has to decide for himself is whether Anderson gets information others don't, is smarter than the others — or perhaps is simply more willing to cross the line from forecasting to speculation.

By the way, since you note the importance of experience in evaluating a cruiser's opinions, note that the two cruisers who took Anderson's forecasts to task in last month's Latitude have an extraordinary amount of experience in Mexico — far more, we'd be willing to bet, than Anderson. Has he crossed the Sea 16 times? Has he spent 13 seasons in Baja? Since you say that by itself Anderson's experience in Mexico makes him worth listening to, wouldn't that be even more true of cruisers with even more experience?

We regret getting Anderson's boat name wrong. With thousands of similar-sounding names, we do make mistakes.

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## LETTERS

### ↑↑THE WEATHER FORECASTING DISEASE

Since in a letter last month "Name Withheld" asked for other people's opinions on the weather forecasters in Mexico, I'll give mine — and you don't need to withhold my name.

'N.W.' dropped a few crumbs of faint praise, but generally he was overly critical in focusing on Anderson's failed efforts. Since 'NW' is a Ham operator, and since he expressed resentment of the non-Ham nets, and seems to favor the reports from the Ham nets, I believe his might be another skirmish in the ridiculous war some of the old 'Hammeroids' have been waging for the last 20 years. My wife Pauline is the Ham operator on our boat, and we appreciate all the good things that are made possible by people like Jim Corenman and Stan Honey of SailMail. While Ham radio is supposed to be free, the price we pay is listening to the endless bickering and posturing that accompanies the Ham nets.

To get back to my opinion of the different weather reports, as I stated in a letter a couple of months ago about our Baja Bash, all of the forecasters are working from the same basic information. Obviously, the more details you take from the grib files or weather maps, the more opportunities there are to be both right and wrong. As far as I have seen in comparing the different forecasters, their accuracy, or lack of it, is similar, and all of it reflects that they are sharing the same basic information.

I mentioned in the prior letter that the two big mistakes made by all the forecasters was obviously based on the same mistaken forecast shown on the grib file. The absolutely best thing a person can do for weather information is to download the grib files, learn to use them to get the big picture, and spend some time learning what the sky, barometer, and wind direction tell you about your local weather. And while I did not say this earlier, if you are in a hurricane zone during the season, you should monitor for big storms coming your way.

I have been cruising for 40 years. The first 20 years were without any meaningful weather forecasts. It was also much more relaxed then, since the only weather we had to worry about was what we were in at the time. The Ham nets and 'forecast disease' started becoming common about 1980.

My first crossing to Hawaii was in the '70s as navigator on another man's boat. His radio quit after three days. It was cold, windy and wet — we didn't need anybody to tell us that.

My second crossing was on my current boat in '78, and since I had a Ham operator for crew, I installed a radio. He picked up information on a Mexican hurricane and a Japanese earthquake — but all that information did was make him nervous. He was especially worried about tsunamis after we made landfall. There was no usable information for the areas we were crossing, other than the big ship weather.

By 1983, I began to see signs of the current problem. We were near Cedros on the Pacific side of Baja after a little bit of rough, but usable, weather the night before. We listened to one of the early Ham nets, and they were screaming for everyone to take cover as there was terrible weather in our area. It scared Pauline, but since I could see nothing but sunshine and nice winds, I continued on to where I wanted to go. Nothing bad developed.

Later that year we did a crossing to the Marquesas. Old-timers will remember Fred, who ran the Ham net out of Hawaii. Fred became very upset with Pauline because I would not change course and leave wonderful weather to turn west to comply with his advice about where he thought the best weather was.

I did not do much cruising during the '90s due to health problems, but when I returned to Mexico in 2000, the seeds



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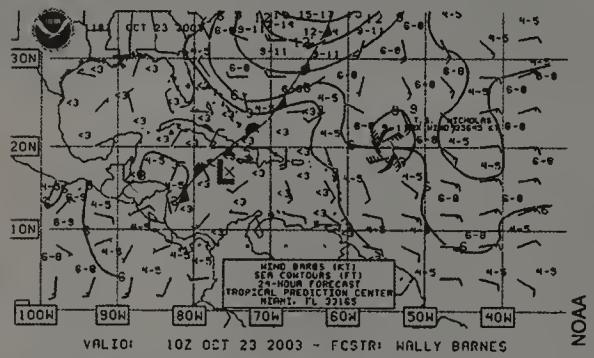
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of the weather forecasting problem that I'd seen planted 17 years before had blossomed into a real disaster. Almost all of the boatowners and their crews were now afraid of the weather! For example, I saw about 20 boats holed up in Frailes waiting for a good weather report to cross to Mazatlan. One forecaster solemnly warned all these sailboats to wait for calm weather before crossing. He did not offer any advice as to how to sail without wind, so I guess he expected everyone to motor across.

While the listeners are just as much to blame as the talkers, the whole development of nets and forecasts has made a terrible change for the worse in what should be a very care-free cruising lifestyle. Along with the dismal weather forecasts, you hear the constant drumbeat of problems and disasters the nets devote so much time to. This serves to instill a sense of foreboding that is now so much a part of modern cruising.

If Rip van Winkle came down from the mountain and took his first ever ride on the freeway, going 75 miles an hour with cars three feet away on each side, and sometimes one even closer behind, he would be scared to death. But after doing it a few times, he would relax and enjoy the ride. The same kind of thinking should be applied to cruising.

Gary Albers suggested that cruisers should be prepared to encounter 35-knot winds at all times — I would increase that to about 50-knot winds to cover all areas. While I have



**Many boats have access to weather data, but most cruisers welcome interpretive input from experts.**

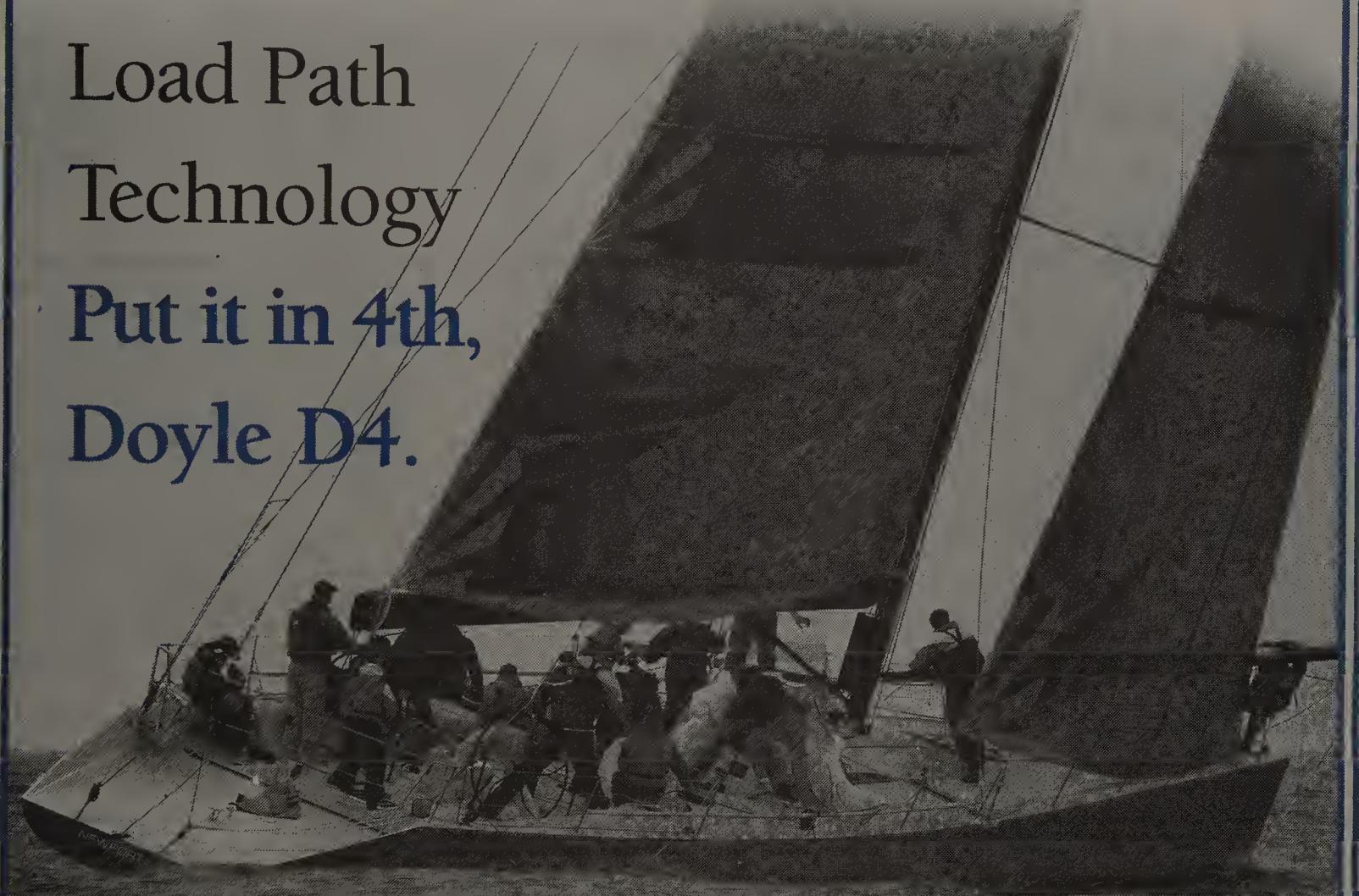
boat can handle it. But as long as you are willing to wait in the harbor for calm weather, you will not have the chance to build your confidence.

The bottom line to all this is that the guy that makes both the mistakes and the correct forecasts is the government guy who provides the basic information that all the amateur forecasters work off of. The net forecasters are merely messengers who are trying to be helpful. I personally appreciate people offering to help me, even if they are not 100% right. But I do not like for any of them to sound so positive and insistent about things that are impossible for them to know. So I rank them all even — and will continue to rely on my own judgement since I am now able to have the same information that they have.

Ernie Copp  
Orient Star, Cheoy Lee Offshore 50  
Alamitos Bay Marina, Long Beach

**Ernie — Of your many good points, the one that resonates most with us is that cruising was actually more pleasurable 20 years ago in the Sea because there weren't any weather forecasts to get cruisers all worked up and freaked out. People just went about enjoying themselves, and if they got hit by a chubasco or something, they just dealt with it. The one big**

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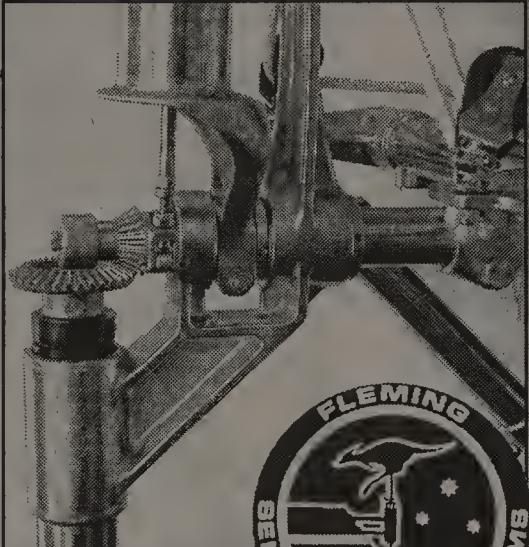
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benefit of today's weather forecasts is that cruisers can be alerted to the approach of hurricanes, which are a weather issue of an entirely different order.

For a fun experiment, we recommend cruisers in Mexico pick a period of about two weeks in which they'll constantly be prepared for up to 50-knot winds, but not listen to any weather nets or get any weather reports. At the end of the two weeks, they can decide for themselves whether it was more relaxing to be self-sufficient.

### ↑ COUNTING THE STRIPES ON HER BIKINI BOTTOM

As a former U.S. Navy nuclear submarine officer, I can shed some light on the chances of a sailboat being hit by a surfacing or periscope-depth submarine — as has been speculated might have happened to the ketch *Spirit* in the late '70s.

I served as a qualified Officer of the Deck (OOD) on three different fast-attack nuclear submarines (SSNs) in the Pacific over a period of about eight years. In the process of qualifying as OOD, every junior officer is extensively trained and repeatedly drilled on safely bringing the ship to periscope depth. It is well known in the submarine community that one of the most dangerous procedures is coming to periscope depth. Although a typical SSN, in its daily operations, may come to periscope depth several times, in every instance the evolution is carried out in the same methodical and careful manner. The same disciplined procedure is used if the submarine is just off the coast of San Diego or is on patrol in the middle of the Pacific.

The main concern when coming shallow and approaching periscope depth is the safety of the ship. Before coming to periscope depth, a careful sonar search is conducted to locate and classify all surface contacts in the general area. The OOD maneuvers to 'clear baffles' while the Sonar Operators listen in all directions for surface contacts that may have been previously masked in the submarine's acoustical blind spots. After the OOD determines the bearing, range, and course of all surface contacts, he then personally calls the Commanding Officer to relate the surface contact situation and to get permission to proceed to periscope depth.

I can say with a bit of humility that not all types of surface contacts are easily identified. Although modern submarine sonar systems are very capable, certain environmental conditions can complicate a sonar search. Moreover, certain types of ships are more difficult to locate by sonar. Large merchant ships with noisy diesel engines are easy to detect, but vessels such as sailboats under sail or vessels adrift can be challenging to detect.

One of my favorite sea stories as OOD on a submarine operating in Hawaiian waters involves coming to periscope depth 50 miles off of Oahu and discovering a sailboat close aboard. We weren't on a collision course, but through the periscope I could count the stripes on the bikini bottom of the helmswoman. Although the sloop was under sail and moving at about five knots, the on-watch Sonar Supervisor and Sonar Operators (and OOD) were totally unaware of the boat's presence.

For a number of reasons, submarines typically minimize the time spent at periscope depth. While at periscope depth, the OOD is glued to the periscope, continually conducting a visual scan of the horizon. If a ship or sailboat is sighted, every effort would be made to open range to the contact. Most Commanding Officers have standing orders to the OOD that prohibit him from coming within several miles of a contact without specific permission. If for some reason a submarine at periscope depth found itself too close to a ship, the OOD

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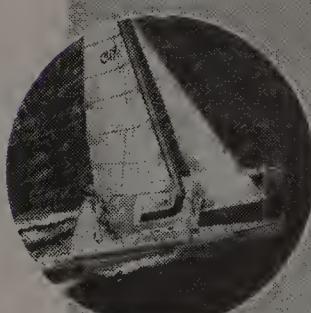
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would immediately maneuver to open range to the contact or just go deep to get away.

As a sailor, I share Mike's sentiment that I'd rather hit a whale than the hardened steel hull of a submarine. Either one would ruin a good day's sailing, but in my opinion, you are much more likely to have a close encounter with the marine mammal.

Mark Wargelin  
Lieutenant Commander, USNR  
San Diego

*Mike — We salute you for your clear, concise, and informative letter.*

### ↑↑SURFACING SUBS AND SAILBOATS

I'm responding to the question posed in the October issue regarding the dangers sailboats are exposed to by surfacing submarines. As a former submarine commander, I can see the possibility of a sub coming to periscope depth or surfacing close to a sailboat under sail — although it's not something I worry about.

The normal surfacing procedure calls for the sub to conduct a passive sonar search for contacts. If a sailboat's engine isn't running, however, the possibility of her being detected by sonar is very slim. In addition to the sonar search, most submarines raise their periscope and elevate their optics during the last 50 feet or so of surfacing, and make a careful periscope search all around the horizon to make sure no other vessels are around. During daytime, it would be easy to see a sailboat under sail. At night, it would be difficult because of the size and location of running lights on most sailboats.

Having cited these limitations on the ability of subs to see sailboats under sail, I should point out that it's a huge ocean and there aren't very many subs or sailboats out there. So the odds of them coming together is not very likely. As a cruising sailor, being hit by a surfacing sub is not something I lose any sleep over.

My Catalina 42 and I will not be doing the Ha-Ha again this year. Sue and I were married at the Dana Point YC on August 16, and will be spending the next year between Phoenix and San Diego — where *Liberty Call* will be berthed.

Gene Crabb  
*Liberty Call*, Catalina 42  
San Diego

*Gene — Congratulations on your marriage. The Poobah hopes to see you in a future Ha-Ha.*

*For what it's worth, whatever happened to the ketch *Spirit* that caused her to be knocked over and sink almost immediately, did so at about 10 a.m. — when there was plenty of daylight.*

### ↑↑THE RETIRED GENERAL FIRES BACK

I just read the letter from Capt. Norm Goldie in San Blas, and must write back to clarify a few issues. I am a retired U.S. Army General who has served his country in three conflicts, and looked at cruising on my sailboat *Netpolis* as a means of R&R. For the past eight years, I have been 'patrolling' the coast of mainland Mexico and the Sea of Cortez, where I have been part of the local nets and have known most of the cruisers. My first two years were real eye-openers, for never before in my life had I met so many great people doing so many great things. The freedom in which they lived was overwhelming, and everyone was so helpful. It was a pleasurable

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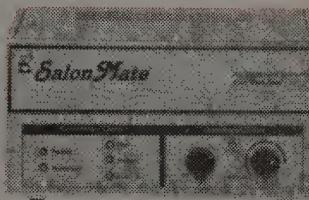
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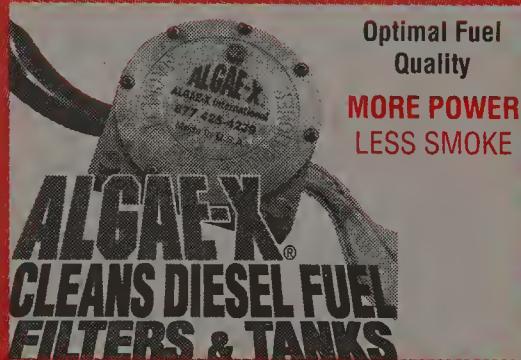
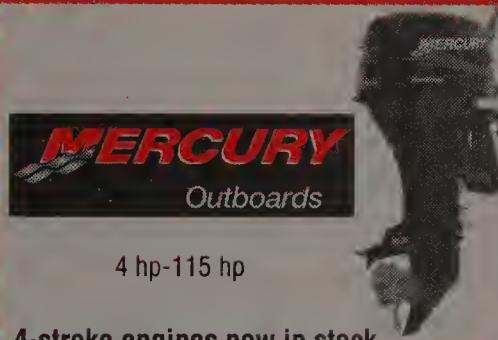
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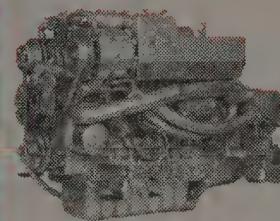
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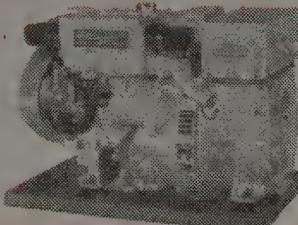
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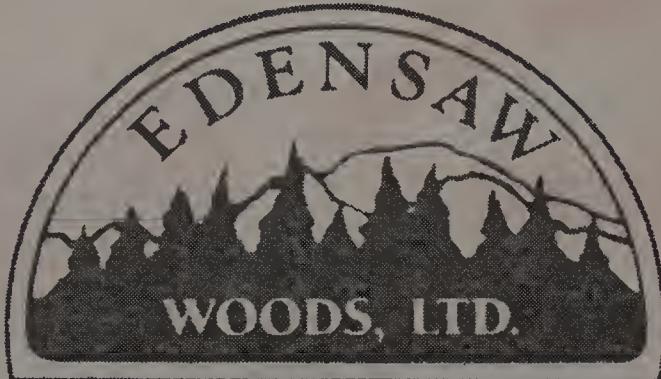
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experience that I'll never forget.

In 1999, I headed south to the warmer waters of San Blas, a much different town in a seemingly much different world. The place seemed to be under the command of American Norm Goldie, who, although he referred to himself as "captain," seemed to think he outranked us all. Not to be disrespectful, but Goldie reminded me of Jabba-the-Hut from the first *Star Wars* movie — both physically and in the callous way he ruled his self-appointed domain. He and I did not see eye to eye, and I never witnessed him help my fellow cruisers without something in it for himself.

One of the cruisers on *Annmarie* presented a puppet show on the vessel *Gemini* — which Goldie referred to as being owned by the cruiser who "abused" him in front of his wife. Goldie was not abused at all. What really happened is that it was the beginning of cruisers in San Blas breaking free of Goldie's control. I was there, and saw how much fun everyone was having without Goldie's involvement. Goldie saw it, too, and didn't like it. Several of the other boats in the estuary — including *Capricorn 3*, *Shiloh*, *Takeiteeasy*, *Topless*, *Conviction*, *On The Way*, *Newdream*, *Reverie*, *Nightflight* and others whose boatnames I (forgive me) have forgotten, banded together to oppose Goldie's interference. We had a lot of fun during that month of Mexican festivals when we were there, but the shadow of Goldie's attempts to have control over us was everpresent.

For example, I remember Goldie telling us cruisers that there was only one kind of candle proper for a certain festival — and they could only be purchased through him! When our group of cruisers defied him on this issue, things only got worse. In fact, a second morning net was started to come on five minutes before Goldie's net — to warn arriving cruisers about him. Furthermore, Raul, who speaks perfect Spanish, met with the port captain to determine the real rules and regulations we should all follow — since Goldie's version was so foreign to all of us who had been cruising Mexico for years. Before that time, most cruisers had allowed Goldie to tell them what to do and not to do in San Blas. All in all, the last time anybody had seen such a revolt of the wills in San Blas was when the Spanish arrived in the area hundreds of years before.

I wish Goldie the best of health — but I don't feel sorry for him, nor do I support cruisers who do, because he seemingly has nothing better to do than make life difficult for cruisers. My advice to cruisers who arrive in San Blas for the first time and have the unfortunate experience of being 'befriended' by Goldie is to ignore him completely and don't be fooled by his 'help'.

I think Goldie should do everyone a favor by returning to New York, where he could blend in with others like him. George Backhus of *Moonshadow* put it so well when he wrote, 'There's an adage regarding American ex-pats living in Mexico . . . they are people who are either wanted by someone or not wanted by anyone.' To that I would add in the case of Goldie, he's someone who thinks he's wanted and needed by everyone, but is not needed or wanted by anyone.

General John Netpolis, U.S. Army, Retired  
*Netpolis*

Currently Landlocked in Tulare

### **HE MUST HAVE US CONFUSED WITH SOMEONE ELSE**

In a recent letter by Norm Goldie of San Blas, he said that I insulted his wife, and he invited me to return to do something about it. We're very disturbed that Goldie remembers us in that light, because nothing like that ever happened. He

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# LETTERS

must have us confused with somebody else. We did meet him two years ago on the water about 15 miles west of San Blas, but it was a friendly meeting.

Les and Diane  
Gemini, Albin Nimbus 42  
Northern California

## ↑↑GOLDIE'S OFFICIAL POSITION IS A MYSTERY TO ME

Thank you for publishing my letter on San Blas in the September issue. I also enjoyed the October letter from "Cap'n Norm Goldie" of San Blas — and *Latitude's* response.

I would take issue with most of Goldie's positions. As *Latitude* pointed out, San Blas is not in concert with other west coast ports with regards to their policies, practices or attitudes. It also has the fanciest port captain's office building of any I've seen in Mexico.

Goldie holds himself out as a government official, claiming to be part of API. It is my understanding that API is at best a quasi-government agency which is in charge of administering the Mexican equivalent of a port district. What fees they collect in other ports are separate from the normal clearing fees. In Santa Rosalia, API puts out 55-gallon cans for trash and has guards that patrol the harbor. I don't know what they do in San Blas.

What official position Goldie holds in all of this is still a mystery to me — even after pointed questions to him on this subject. From long conversations I've had with him, it's obvious he has little experience with sailing/cruising. And his position on the port procedural issues prove to me that he is no friend to cruisers. His boat *Jama* is an outboard-powered fishing skiff, in which, he informed me, he has been known to swing by Mantanchen Bay on Thursdays checking for "illegals."

Why does a boat buying fuel, or a boat resting overnight in Mantanchen Bay without checking in, bother him so much if it doesn't seem to bother the port captain? Goldie couldn't — or wouldn't — ever explain that to me. I think the letter by George Backhus of *Moonshadow* in the same issue was on to something — that Cap'n Norm has become a legend in his own mind.

*Latitude* is out to lunch on the weather thing in the Sea of Cortez. Stay down here with us next summer and you might change your tune — by tuning in.

Dick & Judi Frank  
Corazon de Acero  
Baja, Mexico

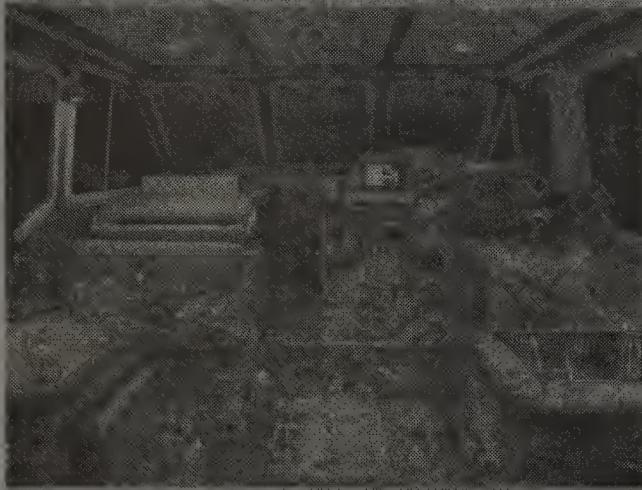
*Dick and Judi — Here's our very last word on the summer weather in the Sea of Cortez, which, aside from hurricanes, we think is a pretty small molehill that a lot of people are trying to fashion into a mountain. We've been to a lot of places — the East Coast, the Caribbean, and the Med — where the summer weather is typically more dangerous than in the Sea of Cortez, and never felt the need to have our every move revolve around daily weather reports. If we spent the summer in the Sea cruising between La Paz and Bahia de Los Angeles, our only real weather concern would be the approach of distant hurricanes, which could easily be initially monitored by weatherfax and other sources. So yeah, we might tune in for a five-minute weather summary every couple of days, but our primary determinant for making a passage from Loreto to San Juanico would be what the weather looked like out our port-hole.*

*As for non-hurricane summer weather in the Sea of Cortez that seems to have everyone so cowed, wait until you see*

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## LETTERS

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what some other parts of the world have to offer.

Lastly, we can remember six times in our sailing lives — three at anchor and three under sail — that we've been hit with more than 45 knots of wind. None of those strong winds had been forecast. The only conclusion that we can draw is that being on a boat means you always have to be prepared to be surprised by something like that.

### CATS VERSUS MONOHULLS ON THE OCEAN

We've been reading *Latitudes* while cruising down under, and have been following the debate over the ability of catamarans to sail upwind with monohulls. Recently, we had a real world experience to add to the debate.

The *Punk Dolphin*, our Wylie 38, was challenged to a 75-mile upwind squirt from Vava'u, Tonga, to the Ha'apai Group in the middle of Tonga by a 65-ft Privilege catamaran with a 100-ft rotating rig. She was, however, full of fuel and loaded with all the crazy stuff one would expect to find on a million-dollar cat.

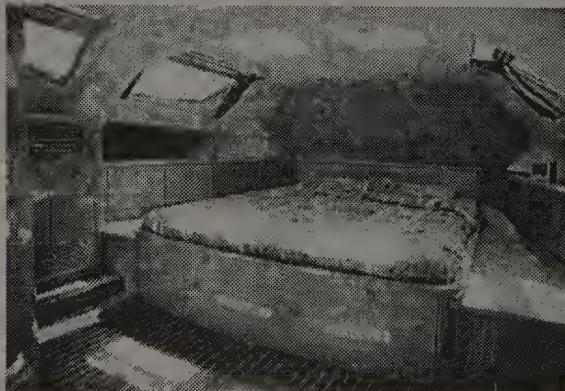
Anyway, they gave us a one hour lead in a 'race' that featured 20 to 25-knot winds the entire way. The course required sailing close hauled while bucking a big sea and an adverse current. After a while, the big cat blew by us to leeward and over the horizon. But a few hours later, as we neared the finish line, we saw them on the opposite tack and behind our jib! Obviously, they hadn't been able to point anywhere near as high as the *Punk*.

The race came down to a tacking duel in the lee of an island, with the wind still howling. We had two reefs in the main and just the heavy air staysail up forward, and they were carrying the same. But they only beat us to the finish line by about one minute!

This was a high-performance cruising cat, not one of the condo-cats that the charter companies run. I think if the cat had been a typical charter company cat, we might not have seen them in time for dinner and beer.

Jonathan 'Bird' Livingston & Suzie Grubler  
*Punk Dolphin*, Wylie 38  
Pt. Richmond / Lahaina / South Pacific

Jonathan and Suzie — We need to make a couple of clarifications. First, a Privilege 65 is much more than "a million dollar cat," as at least one 1997 model is currently listed for \$2.5 million. Secondly, Privilege cats are generally considered to be the epitome of 'condo-cats' as opposed to performance cats. Thanks to sumptuous accommodations for 14, including seven heads with showers, they are very heavy. It doesn't help that they also carry four tons of fluids and have shallow keels as opposed to daggerboards. In other words, when it comes to upwind performance, a Privilege 65 cat is to a Morrelli & Melvin-designed Gunboat 62 cruising cat like a shoal draft Wylie 38 with a Ford Taurus on the davits is to your relatively light and deep



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## Not all lessons are easy...

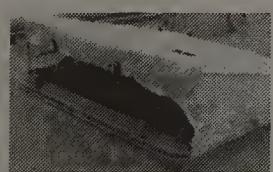
...and there's no replacement for firsthand knowledge. Over the years the Dashews have designed and built 50 cruising yachts, sailed over 230,000 miles, and owned two boat yards. Their articles, videos and groundbreaking books have made them one of today's top resources for real world data on the cruising lifestyle. *Offshore Cruising Encyclopedia - Second Edition* is a continuation of their passion for cruising and their zest for sharing firsthand knowledge. That's why noted yacht designer Bob Perry says "the Dashews' book is indispensable to the point where I keep one copy in my office and another on my boat."

## It is hard to put into words...

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*Sailing* calls it "the single most useful text available anywhere for sailors who are outfitting a boat for voyaging — full of good ideas, educated opinions, ingenious solutions, useful charts and tables, and world cruising savvy." While naval architect Chuck Paine says, "If you are equipping, buying, or building a boat the Dashews' reference work will prove invaluable. Every serious sailor ought to have this book."

## This is more than just a dry technical manual

The Dashews' conversational style makes for easy, enjoyable reading. Richard Spindler, editor of *Latitude 38* says the "topics are backed with anecdotal stories from the Dashews' seemingly unlimited number of cruising friends and acquaintances. As such, *The Offshore Cruising Encyclopedia* makes for enjoyable bedtime reading for non-technical sailors too. If you're new to sailing or are interested in increasing both your theoretical and practical knowledge of all aspects of cruising, we can't imagine why you wouldn't purchase the *Offshore Cruising Encyclopedia*. This is the one sailing reference you ought to have."

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## LETTERS

draft Wylie 38.

Having said that, we're not at all surprised at the results of your 'race'. Heavy cats without daggerboards are surprisingly poor performers when sailing upwind, particularly so in big seas and adverse currents. Give that cat a chance to crack off 20 degrees, however, and it's quite a different story — their heavy weight and fixed keels notwithstanding. Of course, foregoing upwind performance for better performance on all other points of sail is not an uncommon tradeoff. It's been the historic compromise of sleds, and Bob Miller also made it with his 140-schooner *Mari-Cha IV* which has just crushed the TransAtlantic monohull sailing record.

### ↑↑THERE'S NOTHING LIKE A GOOD GUEST

I want to say how pleased I am with how the Guest Company dealt with my battery charger that went bad. I bought the unit about six years ago, but have only used it sporadically since then. Recently, I tried to charge an old battery that I had lying around, and after about 30 minutes I came back to find the electrolyte was boiling. I checked the output of the charger and found it was 35 volts! That's not good.

I called the Guest Company customer service, and their representative told me to send it in. Two weeks later I received a brand new battery charger. Way to go Guest!

Jeff H. Rothman  
Truly Julie  
Petaluma

### ↑↑SUPERB SERVICE FROM WEST MARINE

We purchased a Raymarine ST4000 Plus Tiller Autopilot at the West Marine store on July 7 of this year. But when we returned to our boat in Panama, we found the control unit to be defective. Raymarine Technical Services told us there was no user repair possible, and advised us to return the unit to the store for replacement. Unfortunately, when you're in Panama, it's not so easy to return something to a store in Marina del Rey.

So we called the West Marine Store in Marina del Rey, and a very efficient woman named Helene said, "No problem." With that, she shipped us a replacement unit that same day, taking our Visa card number as security against our return of the old unit. The autopilot is now installed and working fine. We think this is an example of superb West Marine service.

Jim Baker & Suzy Kendall,  
Sparta, Searunner 31 Trimaran  
Pedregal, Panama / Enroute Back To The Sea of Cortez

### ↑↑RED, WHITE, AND RECKLESS?

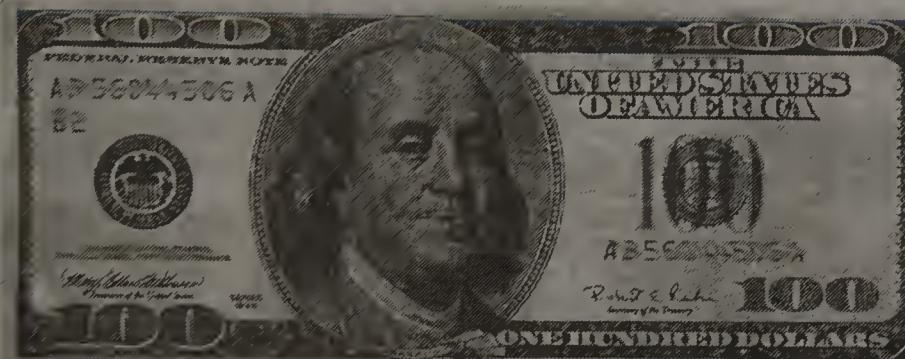
Did any other mariners witness what I consider to have been the bizarre behavior on the part of the Red & White Fleet boats during last month's Blue Angels show during Fleet Week? We were off the east side of the show area near the Coast Guard buoy tender, drifting with the rest of the spectators. For the most part, skippers were courteous and well-behaved — only moving slowly and cautiously.

Except, that is, for the Red & White Fleet boats, which blasted right through the drifting crowd — and the Coasties — blowing their horns and scattering big and small boats left and right. I saw them do this numerous times before and during the show. The weird thing is that if they'd gone a few hundred yards further east, they would have had open water to themselves, since the ebb was pushing everyone westward. Who do these guys think they are?

Pete Butler  
Alameda

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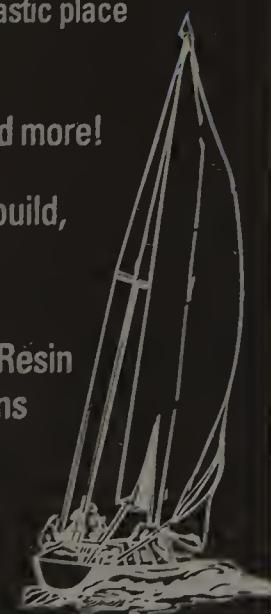
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Thanks for the fine product. If it ever wears out I will buy another.

Thanks again,  
Doug Paine  
[cpaine@cox.net](mailto:cpaine@cox.net)

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## LETTERS

### ↑↑HIGHEST PRAISE FOR PERALTA CAPTAIN(S)

I read your report on the ferry boat *Peralta* hitting Carl Fritzsche's *Ericson 27* on September 13. First and foremost, I'm very glad to know that such a collision didn't kill anyone on the sailboat. I wish a quick recovery to the person injured on the ferry.

I'm writing because as I follow Carl Fritzsche's account, some of it seems unlikely. I regularly sail out of Alameda Marina, either on my boat or one of three others that I race on. As a result, I have crossed paths with the *Peralta* catamaran ferry on numerous occasions, and based on my experience, the captain(s) deserve the highest praise for their foresight and courtesy to other mariners. I've seen many examples that demonstrated they know that when tacking, sailboats have to make major changes in course.

While mistakes can always happen, I have a hard time believing that a captain(s) who has so consistently been courteous towards smaller craft would get angry and intentionally bear down on an "unsuspecting" sailboat.

I also think some of the 'facts', as seen from Fritzsche's point of view, might be slightly skewed. For example, could he really hear and understand the ferry's P.A. system from three-quarters of a mile away? And if it took but 30 seconds between the announcement and the collision, it meant the ferry would have had to be doing 35 knots, not just the few



*The catamaran ferry 'Peralta' — most of the skippers seem to be conscientious and courteous.*

knots Fritzsche reported her as travelling, at the time of the collision.

By the way, even at full speed, the catamaran ferry *Peralta* puts out a very small wake in comparison to many other vessels, such as the Bar Pilot boat and other big power boats at just below planing speed.

Peter Aschwanden  
Alameda

*Peter — As noted in our Sightings piece, it was a one-sided report, as the ferry captain, the representatives of the ferry company, and the Coast Guard all refuse to comment until the investigation of the incident has been completed. We should all withhold our judgement until that time.*

### ↑↑DO-IT-YOURSELF MAN OVERBOARD DEVICE

I'm surprised that more sailors aren't lost given the difficulty of the standard Man Overboard (MOB) procedure. No matter how many times it's practiced, the hardest part of any MOB drill always seems to be bringing the boat to a stop directly beside the person in the water. The worst part is that the boat must fall-off and the whole maneuver must be repeated if the final alignment with the MOB is not close enough.

So for my boat, I developed a simple and cheap MOB throw device that meant I only had to get my boat close. The device consists of a 5-inch fender tied to about 30-ft of floating yellow nylon line. I also tie a couple 3-foot lengths of the yellow line from one end of the fender to the other. In an emergency

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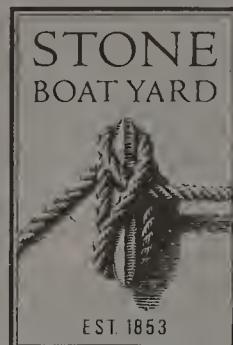
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## LETTERS

situation, the fender can be circled overhead and flung accurately for more than 20 feet. The fender provides needed floatation to the MOB. I figure that even the most frantic person in the water will grasp at either the fender or the floating line. The short lengths of line provide hand-hold loops that the MOB can put his/her arms through while being pulled back to the boat.

The device can even be used to help get the MOB back into the boat by wrapping the line around a winch. The person can either be winched up or can just use the short loops as a foothold to raise themselves up. The whole thing stows compactly by wrapping the line around the fender.

While not being perfect, in most cases this lifesaving device can eliminate the need to bring the boat right alongside the MOB. It only costs a few dollars, can be deployed quickly, and can be easily stowed under the seat on most boats.

Paul Miller  
San Jose

### ↑↑WE MET THEM THROUGH THE LETTERS IN LATITUDE

In the May issue, there was a letter from Gayl Opatrny and Richard Briles of *Second Wind* and *Moonraker* out of Long Beach, in which they remarked upon the hospitality they received at the Independent Boat Yard in St. Thomas, U.S. Virgin Islands, from fellow sailors Kirk and Catherine McGeorge of the Honolulu-based Islander 37 pilothouse *Polly Brooks*. Since my family was getting ready to move to St. Thomas and we knew not a soul, I decided to pack that issue of *Latitude* along, with the intention of looking up the McGeorges and surprising them with the letter.

After nearly three weeks of unpacking our container, I came up for air long enough to look up Kirk's number. When I called, I spoke to both Kirk and Catherine — who fondly remembered Gayl and Richard, were delighted by my story, and very pleased I had brought a copy of the magazine. By the time I finished speaking to Catherine — whose baby is due any day now — she had invited me to her baby shower to "meet some East End women" that very day!

My husband Steve has been a sailor and an avid *Latitude* fan forever. Over the years, I've become a big fan, too. Thank you for your continued efforts to illustrate the beauty of sailing, and for your part — however unintended — in easing our transition to island living. The spirit of the sailing community is definitely alive and well in St. Thomas!

Sue Counselman  
St. Thomas, U.S. Virgin Islands

Sue — We're delighted everything worked out so well. It also helped us get back in touch with Kirk and Cath McGeorge, who have provided us with a major report on St. Thomas for the next issue. They say they are loving life there.

You probably have heard about Kirk's discovering an interest in the transit of Venus, which, of course, is the reason the British Admiralty sent Captain James Cook to Tahiti. We'll have more on Cook, McGeorge, and Venus in the next issue, too.

### ↑↑ALL I NEED NOW IS THE RECIPE

Do you have the recipe for Painkillers, the famous drink of the Virgin Islands? I've still got the bottle of rum, I just need the recipe.

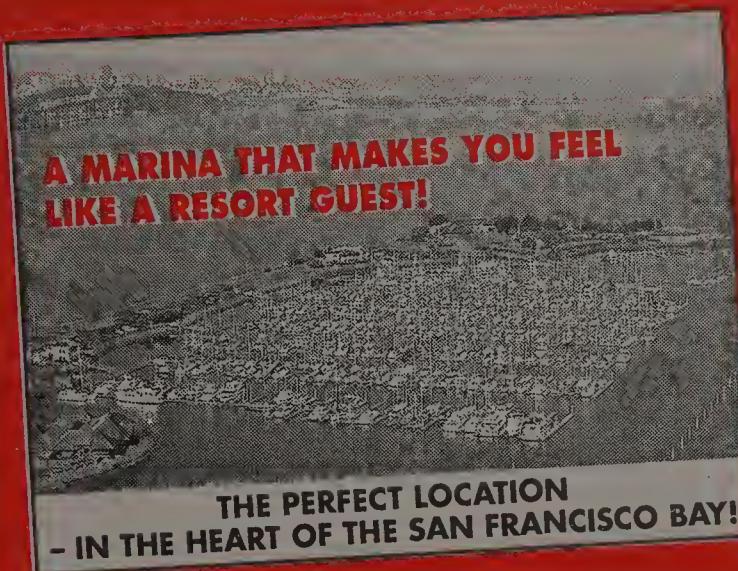
B. Konkel  
Madison, Wisconsin

B. K. — Of course we have the recipe. Remember, however, that you can't make genuine Painkillers unless you use Pusser's

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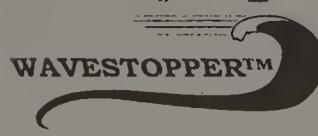
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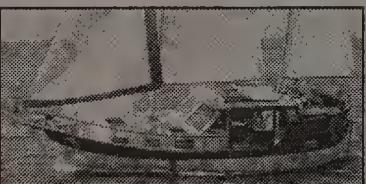
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## LETTERS

Rum, the stuff once issued to members of the Royal Navy — while they were on duty!

Start by pouring the amount of Pusser's that suits your taste into a glass, add four parts pineapple juice, one part cream of coconut, one part orange juice, and serve over ice with freshly-grated nutmeg on the top. You'll find, however, that it doesn't taste anywhere near as good in Wisconsin as it does on a sailboat in the British Virgin Islands.

Now, if you're making up a batch of Painkillers for midday drinks for your crew during something like Antigua Sailing Week, you're going to need more. So here's the easy recipe for five gallons — or about 128 servings — of the magic elixir: five gallons of Pusser's, eight 42-ounce cans of pineapple juice, three quarts of orange juice, two 42-ounce cans of Coco Lopez cream of coconut — and don't forget the nutmeg! If you'll be having a big crew like we used to have on Big O at Antigua, double everything to make 256 servings. That should hold everyone until it's time for sundowners ashore.

For those not familiar with the history of Pusser's Rum, it was served — in varying amounts over the years — to members of the Royal Navy on a daily basis up until 1970. Significantly, the sailors were given a double serving just before battle. Once these daily 'tots' were eliminated by the Royal Navy, it seemed like it would be the end of Pusser's — a corruption of 'purser', the fellow aboard who used to dole out the tots — which wasn't sold commercially.

Then in the early '70s, Charles Tobias, an L.A. entrepreneur, got sick of the fast life, bought author Ernie Gann's former ketch Mar, and headed for Panama, the Caribbean and the Med. If you believe the movie Tobias made about the trip, a chimp and a cheetah were part of the hard-working crew! John Riise, Latitude's Managing Editor, joined Tobias and Mar as crew in Palma de Mallorca in '73, and served aboard for much of the next two years.

The way Chuck tells it, during a stop in Gibraltar he discovered a flagon of Pusser's Rum while crawling around the caves of that former English stronghold. An admitted Anglophile, Tobias was inspired to buy the rights to the recipe and market it commercially. It wasn't easy, but it helped that he offered to donate a certain percentage of the profits to the Old Seaman's Fund. After marketing the rum for several years, Tobias



The Queen Mother whips up a batch of Pusser's Painkillers at a Latitude 38 Crew List Party.

opened up Pusser's Landings in the British Virgin Islands and elsewhere, and pushed the Painkillers. We've had more than a few of them.

Longtime Latitude readers will remember that in our early days, Tobias would come to Latitude Crew List Parties with an oak cask of rum, a couple of fetching wenches dressed in period costumes, and hand out free Painkillers and souvenir mugs. Arh, what fun!

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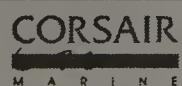
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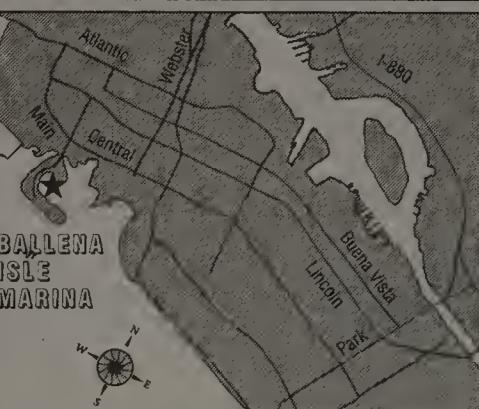
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## LETTERS

### ↑↑ANY CHANGES IN CLEARING IN TO MEXICO?

About six months ago you published an article on the hassles of having to clear in and out of Mexican ports. As I understand it, there was some lobbying being done to replace the old system with one of a single cruising permit for six months or a year, eliminating all the in and out fees as well as port fees. Has there been any progress?

Gisele Coffey

Victoria, British Columbia

Gisele — As we understand it, a change to an annual cruising permit was passed by one branch of the Mexican Congress, but then was turned down — after heavy lobbying by port captains — by the other branch. So nothing has changed from last year.

Actually, maybe things are slightly worse in some places. As of late October, Jim Baker and Suzy Kendall of the 31-ft Brown Searunner trimaran Sparta reported bad news from Puerto Madero on the southern coast of mainland Mexico. When they passed through 18 months before, "one of the nicest port captains in the world" signed their zarpe for no charge. Unfortunately, he's no longer there, and the new port captain is demanding — apparently illegally — that everyone use a ship's agent to check in and out. Before it was all over, Jim and Suzy had been charged \$140. A whopping \$60 — a tall pile of money in southern Mexico — went to the ship's agent. By comparison, they had paid only \$30 for a three-month cruising permit in Panama.

We'll have their full story in next month's Changes.

### ↑↑THE CREW LIST FORM

We'd like to get a copy of the Crew List form necessary for clearing in procedures in Mexico. We understand that the form must be in Spanish — or English and Spanish. We've looked many places for such forms, but haven't been able to find a copy. It would be helpful if you made the form downloadable from your website.

We're hoping to do the Ha-Ha this year, but thanks to my wife being hit and our car being totalled in a car accident, we have to be in trial in Los Angeles. We nonetheless plan to head south, so we'll be following the Ha-Ha as soon as possible.

Bill & Bobi Holbrook

Wandering Puffin, Islander Freeport 41  
Los Angeles

Bill and Bobi — A half size copy of the required document appears in Latitude's First-Timers' Cruising Guide To Mexico, which was sent out to all Ha-Ha entries. The latest editions of Charlie's Charts also has the form in Spanish — with an English translation — on pages 238 and 239. And we're sure Downwind Marine in San Diego has copies. But even if you miss all these, don't sweat it, as just about every cruiser in Cabo — which we presume will be your port of entry — will be happy to lend you a copy or downloadable version.

Speaking of clearing in Mexico, we just got off the phone with Dick Markie of Paradise Resort and Marina in Nuevo Vallarta, who confirmed that while many cruisers use a ship's agent for clearing into ports, it's still possible to do it yourself. The only exception might be at San Blas, where the last several port captains have made cruisers use an agent — even though this is apparently illegal.

In any event, Markie says what really bugs port captains and their staffs is when cruisers who want to clear in show up slovenly dressed and poorly groomed, throw sloppy and half-

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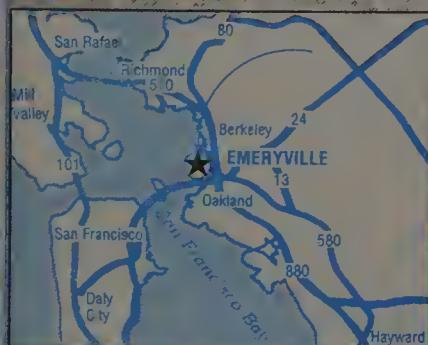
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completed forms on their counter, and expect the port captain or his staff to fill them out. This won't cut it, as appearance counts for a lot in Mexico, and officials aren't interested in doing secretarial work for you.

### ↑↑RETRACT YOUR TALONS

I have a suggestion for the owner of *Fierce Eagle*, who suggested that the editorial responses to *Letters* be trimmed down or eliminated: Go fly an asymmetrical kite! *Latitude* has always offered a good forum for communication, and we need all of that we can get — even if some of it is just for entertainment. So, Mr. *Fierce Eagle*, pull your talons in and try a nice sail on the Bay.

Speaking of entertainment, my parrot, Bartles, and I do have one small request — we would like to see more photos of women baring their assets.

Johnny Mac  
Santa Cruz

Johnny — Thanks for the kind words, which are so easy to take. We also welcome constructive criticism, which can sting, but in the long run may be more beneficial.

Speaking of stinging constructive criticism, we must tell you that saying you'd like to see more photos of women "baring their assets" is not only denigrating to them, but makes you sound like a lowlife. We don't have problems with publishing photos of women celebrating feeling free or at one with nature on a boat, but you'll have to find titillation elsewhere.

### ↑↑NOT EVEN OUR KIDS CALL US 'GROWN-UPS'

No, no, don't cut short your long answers to readers' letters as requested by *Fierce Eagle*. *Latitude* is about the only place such consideration for the reader can be found. Though often opinionated, your replies are respectful and thoughtful. And if I don't like where an answer is going — or if I get bored — I can move on. Your handling of your readers' contributions is so much better than the sophomoric, 'cutesy' letter titles and replies in some of the other magazines. *Latitude* reads like it's produced by grown-ups, for grown-ups. Don't change.

Bob Hale  
Bellevue, Washington

Bob — We're chuffed. Thank you.

### ↑↑RAVE ON!

The editor's responses to the *Letters* are the core of *Latitude*, as they demonstrate knowledge, humor and irony. It's the stuff of life. Thank God, Allah, Buddha or whoever, that we still have one or two publications that are not controlled by the white bread and mayo mind control conglomerates. Rave on!

Stuart Kiehl  
Even Kiehl, Kismet 31  
Santa Rosa

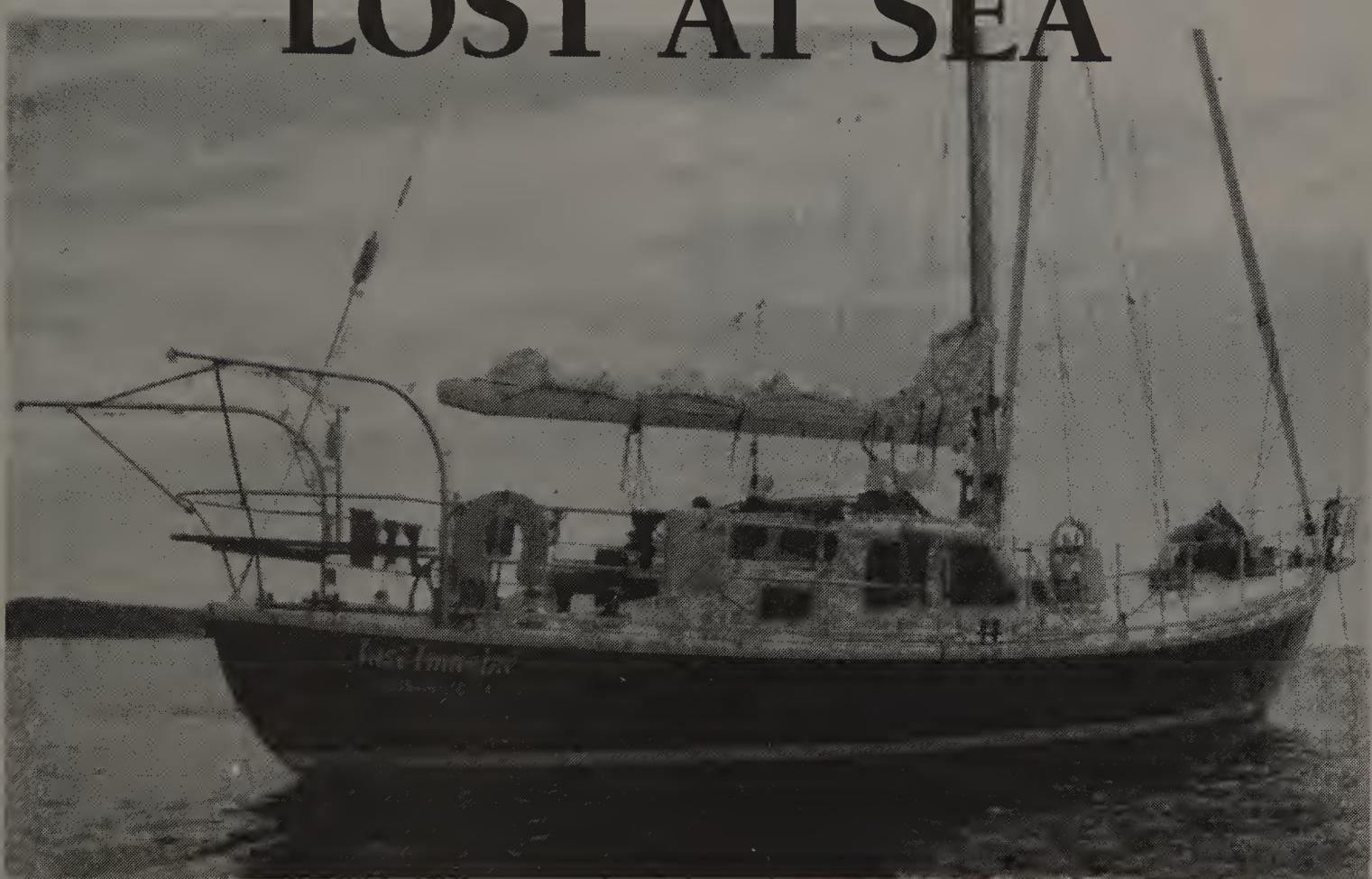
Stuart — Thanks for the compliments, but you've gone so far overboard you need a PFD.

### ↑↑WHAT HAPPENED WITH OLAF AND NORA?

We just returned from what was to be our honeymoon cruise to the Mexican Riviera aboard the Royal Caribbean's *Vision of the Seas*. We boarded in San Pedro in the early afternoon on October 5th, but during the 4:30 p.m. muster drill, the Captain informed us that due to the severe weather

# REWARD

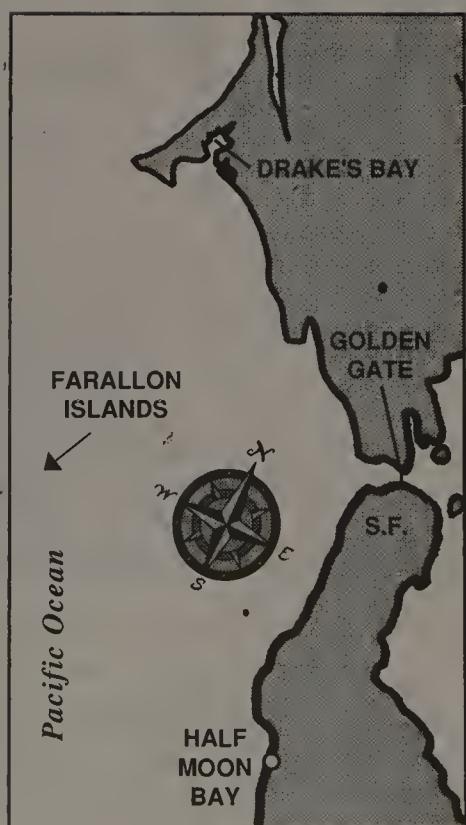
## LOST AT SEA



**JUST IMAGINE**, our beautiful hand built 50-ft steel cutter broke or dragged anchor from the Farallon Islands late in the night of Thursday, October 9, 2003, and has not been found. The Coast Guard and all harbors have been notified.

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## LETTERS

off Mexico we would not be heading down south, and he would later inform us of a new itinerary. A couple of hours later, he informed us that we'd be sailing to San Francisco, Catalina, and Ensenada. Being Bay Area natives, we weren't happy with that itinerary and, along with a few hundred other Northern Californians, objected. We were all kept in line by the armed presence of the L.A. Harbor Police, U.S. Customs officers, and three Coast Guard vessels.

A short time later, the captain announced that those wishing to disembark could do so almost immediately with a \$100 per person credit toward their next Royal Caribbean Cruise. As if there would be another one after this! Opting to stay onboard, we received a \$100 per cabin credit and the \$100 per person future cruise credit. We were never informed further about the weather in Mexico or its outcome on the Mexican Riviera. In fact, our satellite feed was "unavailable" until we reached The City. Yeah, that was us at Pier 35 last week for two days!

We looked on your website for updates and perhaps we missed something, so our question is twofold: What was the outcome of the storms *Nora* and *Olaf*, and what damage occurred in Cabo San Lucas, Mazatlan, and Puerto Vallarta, our intended ports of call?

Rodger & Elizabeth Holcomb  
*The Last Tiff*, Yorktown 33  
Tracy

Rodger and Elizabeth — At one time *Olaf* blew to 65 knots, but had mostly fizzled by the time she went ashore south of Puerto Vallarta. We didn't hear any reports of damage. *Nora* hit as much as 90 knots, then faded before curving ashore



You can access the latest weather developments — including hurricanes — on the UNISYS website: [www.weather.unisys.com](http://www.weather.unisys.com)

near Mazatlan. Once again we received no reports of significant damage. For a detailed track of both storms, visit [www.weather.unisys.com](http://www.weather.unisys.com).

We have no idea what weather restrictions may be placed upon cruise ships by insurance companies or even regulatory agencies. Maybe they are forbidden to get within a certain distance of named storms. Of course, if that were the case, it would be crazy for them to ever schedule a cruise to the Mexican Riviera during the busy Eastern Pacific hurricane season.

### ↑↑MORE CHURLISH THAN USEFUL

I want to comment on the *What Advice Would Rodney King Give* letter last month and the editor's response. Previously, *Latitude* has addressed the issue of conflicts between racing boats and boats just sailing, by saying that everyone should just sail in a reasonable manner. That if everyone would work together, everyone could enjoy themselves. But I don't feel that your response last month was in the same vein. It seemed to me that you were advocating that non-racers should avoid racers — regardless of the rules of the road.



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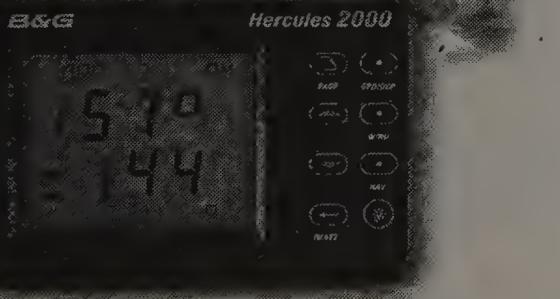
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# LETTERS

The skipper of the Bristol 32 who wrote the letter took pains to avoid the racers by not sailing through the start/finish area and by remaining cognizant of their presence as she continued on her way. In terms of your ball field analogy, she took pains to not stroll across the field while a game was in progress. Of course, it's more difficult to define the 'playing field' of a sailboat race, as its boundaries are only known to the participants and can change quickly.

In any event, your response raised a question in my mind. I think the vessel being overtaken is obliged to maintain a steady course, so I'm wondering if they would be liable if they changed course to avoid a racer(s) and somehow a collision ensued?

As you pointed out in the woman's example, most skippers would probably have fallen off to avoid the racing boats — what the racers would have expected. But in this case, the skipper apparently headed up and the racers squeaked past the stern, probably not expecting the boat to have headed up. Your advice of "get out of the way" doesn't communicate how to do it safely.

I find your "overtaken by a group of racers, whom you knew had spent a lot of time, money and energy in the pursuit of their passion" statement to be more churlish than useful. After all, who knows what the Bristol 32 skipper knew about the passion of the racers and how much money they'd spent? Further, does one automatically deserve the right-of-way on the water because they spend lots of time, money, and energy?

Lastly, the author of the letter mentions seeing "some boats" at the start, and later being overtaken by two boats. Like you, I was not there, but it sounds as though the majority of the fleet went the other way. The other two were just being creative.

Please get back to more useful responses.

John C. Skying  
Alameda

John — First, we don't exactly know what happened that day between the Bristol 32 and the racing boats, because the account provided used common sailing terms in inexplicable and contradictory ways. So we're not sure we got it right. But the main point was that the person at the helm of the Bristol 32, as well as the folks on the two racing boats, didn't have as good a day as they could have had. Our point is that it most likely could have easily been avoided.

Most days we buy lunch at Whole Foods, which requires that we twice cross the busiest four-lane street in Mill Valley. Being anti-car — except for their own — many locals (by way of New York) righteously sally forth into the intersection, knowing they have the right-of-way over cars. Often times this causes about six or eight drivers to have to slam on their brakes, delighting the pedestrian — who is usually wearing a T-shirt exhorting everyone (else) to 'Be Nice'.

We're not Pollyanna-ish or holier-than-thou, but we usually stand well back from the curb until there's a bit of a break in the traffic, then start to cross. True, it 'costs' us about 20 seconds of our day, but it's so easy and keeps a bunch of other folks from having just another bit of aggravation thrown in their face. So while we don't have to wait a few seconds for a break in the traffic before starting to cross, why wouldn't we?

We take the same approach when we're out sailing and there is a racing fleet headed toward us. By altering course early — say when the boats are half a mile away — all it requires is that we turn our wheel a little bit to keep clear. Once again, we don't have to do this, but since it takes so little

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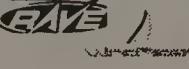
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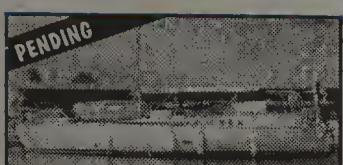
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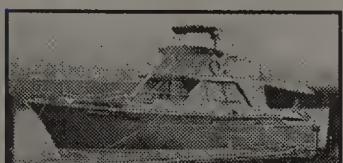
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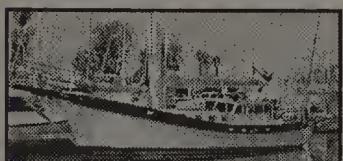
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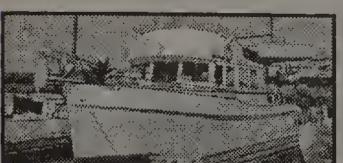
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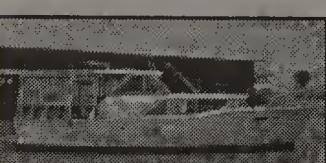
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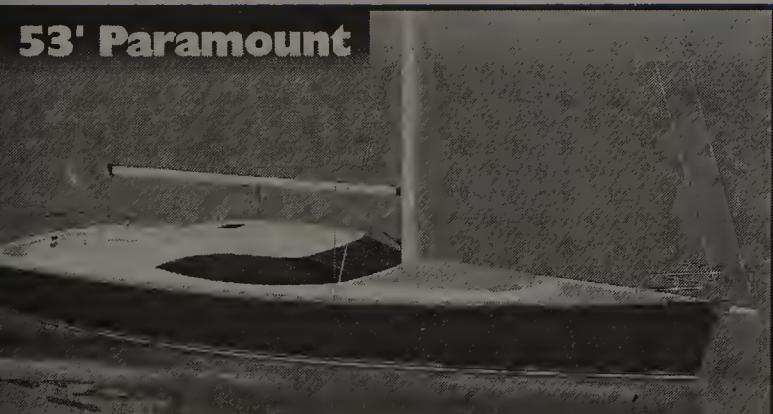
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## LETTERS

effort and makes life more pleasant for other folks trying to pursue their passion, why wouldn't we? And why, unless you enjoy creating little problems for others, wouldn't you do it too?

If for some reason this can't be done or you get taken by surprise, it's best to follow the rules of the road and maintain a steady course.

### ↑↑ON THE DEFENSE ABOUT JOCKS AND HIGH SCORES

I think it's time for someone to loosen their hatbands a little bit in regard to the piece in the October *Latitude* that referred to an article in *US News and World Report*. According to the article, college students who sailed had the highest score of some sort, and that jocks fell well below the norm for the student body at large. Sorry, wrong info.

It seems that all the schools tested were on the water. I don't want to say they are all wet, because that would be too corny. But most of your larger colleges are located well inland, and do not have many — if any — people who sail other than on their break time. Now one of the colleges that has the largest graduation of athletes — jocks, if you will — is Syracuse University, which graduates between 80% to 96% of their jocks and jockettes according to both *US News* and also in *Sports Illustrated*.

Now I will give you an example of a Syracuse athlete. My son, (of course), is a senior at Syracuse who plays defense on their football team. He stands 6' 2", 295 lbs — and is number one in his class in information sciences and management. He had a perfect ACT and a 1580 SAT, and is Peer Advisor to the freshman class. His roommate, 6'5", 340 lbs, is also a football player on the defense. He had a perfect ACT, a perfect 1600 SAT, and is a member of Mensa. A friend of theirs is Donovan McNab, who also was a Syracuse player, and who graduated with a degree in Communications. He's now the quarterback for the Eagles with a \$100 million contract. He's also the youngest member of a college board in the country.

I'm sure that a lot of college sailors would like to match up to that quality of jock, don't you?

I also think that the young people of this country are our future, and if sailing or football teaches them anything, perhaps it is that people of all colors and all faiths can work together. And that numbers are just numbers, but it's people rather than numbers that are our future. If one is your son or daughter, just do one thing — hug them and tell them you love them.

Barry Newman  
Warwick, Rhode Island

Barry — We're not interested in getting into a squabble about this, but we think that your son and his friend are hardly representative of the Syracuse football team or college football players in general. If we had to bet a nickel on the outcome of chess matches between randomly selected college football players and college sailors, we have to confess that we wouldn't go with the football players.

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to [richard@latitude38.com](mailto:richard@latitude38.com). You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.



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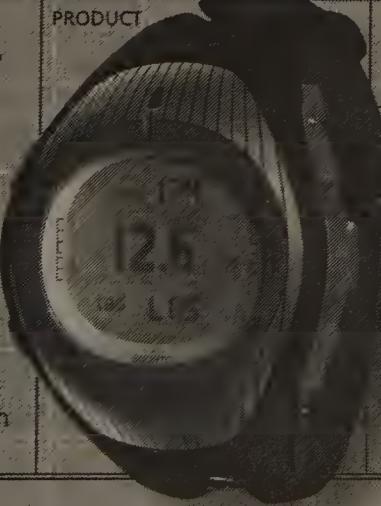
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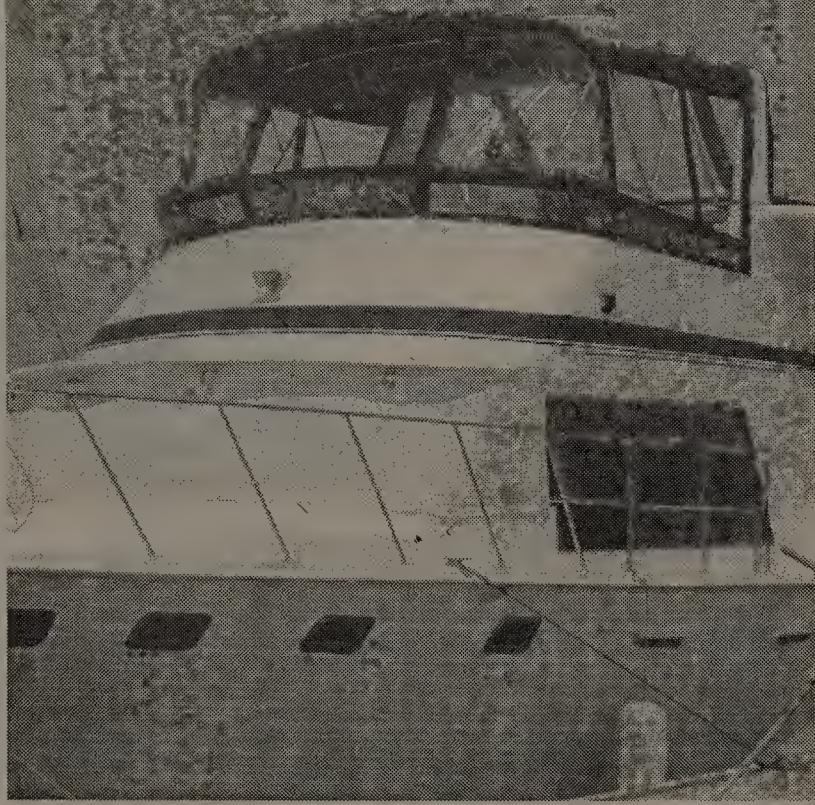
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## LOOSE LIPS

They're trying it again.

For the second time in a year, the Department of Parks and Recreation is pursuing a merger with the Department of Boating and Waterways. There seems to be some feeling that Governor-elect Arnold Schwarzenegger will embrace this plan despite the fact that boaters have rejected it at least 13 bazillion times in the last 10 years. The simple fact is, DBW is a well-run organization that uses its budget efficiently. DPR is not. The feeling among boaters is that if Parks and Rec gets the money and the say-so over DBW funds, kiss the great Department of Boating and Waterways, and their many forward-thinking projects, good-bye.

No one knows how the Terminator's term is going to play out on any issue, much less this one. That's why it's more important than ever to generate letters, emails and other communications with your lawmakers that you do not want this merger to happen. Learn more about how to make your voice heard on this and other legislative issues at the watchdog organization Recreational Boaters of California website at [www.rboc.com](http://www.rboc.com).

### Eight bells.

Although we don't believe he ever set foot on a sailboat, we note the passing of Ivan P. Getting, who died at age 91 in Colorado last month. Getting, a cold war scientist and staunch patriot, is generally attributed as the visionary behind the creation of the Global Positioning System — GPS. He considered it a boost to our national defense. Little did he dream it would also become the most important navigational tool for sailors (and hikers, fliers, etc.) since the sextant.

The envelope, please...

US Sailing, the national governing body of sailboat racing presented awards to several individuals and organizations last month. Among the winners:

Tom Leweck shared the President's Award with Judy and Stephanie McLennan for their contribution to the support and advancement of US Sailing. The McLennans have played a major role in the development of sailing for young women in the United States. Leweck, aka 'The Curmudgeon', has contributed significantly to the sport of sailing through his widely read electronic newsletter *Scuttlebutt*.

Other awards went to Steve and Doris Colgate, founders of the Offshore Sailing School; The Sailing Company, which owns *Sailing World* and *Cruising World* magazines; and Pete Goldman, for his Chicago-based Judd Goldman Adaptive Sailing Program, which introduces disabled persons to sailing.

### Darwin contenders.

The facetious Darwin Awards celebrate the stupid ways people kill themselves. Like the good ol' boys who replaced a blown car fuse with a .22 caliber bullet, which went off and shot the driver in the crotch. That sort of thing. You can find hours of entertainment at the official website: [www.darwinawards.com](http://www.darwinawards.com).

Anyway, one of the 'honorable mentions' (given for stupid stunts where the people survive) had to do with boating. Seems that back in 1999, a sailor was going about his duty on a Navy ship patrolling off the Southern California coast when he heard a voice calling, "Which way to Catalina?" The guy looks over the side of the ship and there is this jet skier putting along — 40 miles out to sea. (Catalina is 25 miles off the mainland). The swabby thought this was pretty funny. He motioned to a couple of other guys to come look at the moron who had somehow missed an entire island.

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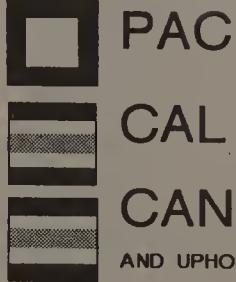
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## LOOSE LIPS

The jet skier mistook the hand motions as directions to Catalina, and took off at full speed headed due west — the wrong way. Word of the encounter finally reached the captain, who decided they had to chase the dummy down or he'd die out there. Several hours later, they hauled him aboard — whereupon he told them he'd had to leave two companions whose jet skis had run out of gas earlier that day. Idiots #1 and #3 were finally located the next morning by a combined Navy/Coast Guard search costing millions of dollars. Besides being cold and hungry, they were none the worse for wear. They had spent the night periodically jumping up and down on their jet skis to keep warm.

### Factoid of the month.

If you combine the personal wealth of American megayacht owners Larry Ellison (*Katana*, *Ronin*) and Paul Allen (*Tatoosh*, *Octopus* and *Méduse*), the total equals \$112 billion (according to *Forbes*). This exceeds the gross national product of New Zealand. (Source: [www.powerandmotoryacht.com](http://www.powerandmotoryacht.com))

### Speaking of megayachts...

*Le Grand Bleu* is a spectacular 354-footer that currently sports the world's biggest tender, a 75-ft Sunseeker. She also has the rather odd distinction of losing the second longest 'drifter' of all time. On November 20, 2000, *Le Grand Bleu* was 400 miles north of Bermuda when heavy seas swept her 18-ft Boston Whaler tender *Dauntless* off its chocks and over the side. It was too rough to try to recover the boat, so the crew let her go — into the maw of the Bermuda Triangle, no less.

On June 5, 2003, she was spotted off Land's End, the southern tip of England. When her unmanned 927-day drift was put through computer drift analysis, it turned out she had made an amazing 10 miles a day and drifted over 9,000 miles. Only the derelict schooner *Fanny Wolston* drifted around the Atlantic longer — in the late 1800s, she completed the 'Atlantic gyre' in 1,100 days with no one aboard.

A large angular slice out of *Dauntless*' side suggests that her journey may have been rudely interrupted at some point by someone who removed her 360-pound, 100-horse Yamaha outboard, console and fuel tanks — with a chainsaw.

Interested in stuff like this? Subscribe to the *Beachcomber Alert* a quarterly newsletter of hard science mixed with fun humor about all the junk that rides the oceans of the world and comes ashore some time or another. If you're interested, send \$15 for a year's subscription to *Beachcomber's Alert*, 6306 21st St., Seattle, WA 98115-6916, and tell them *Latitude* sent you.

### Smart critters.

Until recently, chimps, otters and some small birds were the only animals known to use "tools". In the last few years, dolphins — at least a small group of dolphins — have joined that group. About 40 dolphins in and around Shark Bay, Australia, have been observed occasionally carrying around sponges. They are thought to pull the sponges off the sea floor and use them to protect their sensitive beaks when they probe the gritty bottom for food.

### Correction.

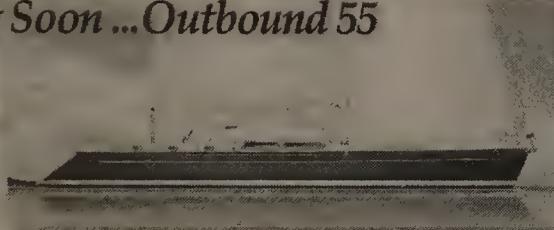
In the October *Sightings*, in the article on *Lynx*'s arrival under the Gate, you note that she was greeted by *Hawaiian Chieftain* and the visiting *Lady Washington*. That was not the *Lady Washington*, it's your local 'second square-tops' ketch *Royaliste*. We've done every ship's greeting (with the exception of the Columbian tallship *Gloria*) for *Sail San Francisco*.

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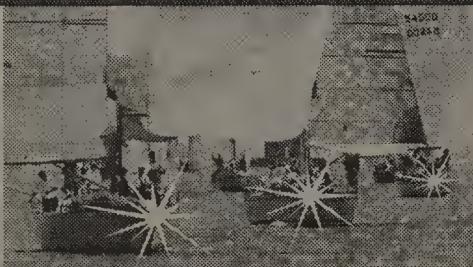
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# LOOSE LIPS

including the *Nippon Maru*. It's enough that we get no local publicity not being a 'charter' ship, but outright errors crediting the *Lady* in our stead I must correct! Our ship has been at sea longer than all vessels mentioned.

Thank you.

— gary bergman

*Captain Gary* — Our apologies! Readers, check out [www.theRoyaliste.com](http://www.theRoyaliste.com) for more.

Next time for sure.

German businessman Michael Illbruck announced last month that his *Pinta Racing* syndicate has cancelled plans to mount an America's Cup challenge for AC XXXII, to be held at a yet-to-be-announced venue in Europe in 2007. This is the second time Illbruck has made this announcement — the German challenge in 2002 (to be skippered by John Kostecki) was also nipped in the bud. In both instances, Illbruck cited the pullout of a major sponsor as the reason for the decision. Due to a downturn in the German economy, Audi recently pulled the plug on its sponsorship of the Illbruck AC project.

The most-sailed boat on the Bay.

In every marina, there are one or two boats that seem to go out every weekend. We got to wondering what the most often-sailed boats on the Bay are. We're not as interested in charter sailboats, since that depends on the size of the boat, locale, and business climate. We're mainly interested in privately-owned boats. Which one(s) sail the most?

Of course, getting any hard-and-fast numbers on something like this is almost impossible. There are no ledgers or spread sheets or internet sites to reference who goes out where because it's rarely written down. So we need some help here in our completely unscientific quest. Is there a boat or two in your marina that seems to *always* be out there, every weekend, some evenings, some evening races, whatever? If so, drop us a line, tell us which marina you sail out of, the name of the boat and owner and we'll contact the boats in various parts of the Bay that get the most 'votes.'

We'll clarify that this is all for fun. We don't sell or share lists of anything here (including subscriber lists), so you're not doing anyone a disservice and you nor they are going to receive any more junk mail, spam or telemarketer calls than you already do. If the 'winners' don't want to talk to us, that's fine. It's just something we've been curious about for years and thought would be an interesting subject to explore.

Nominations can be made by email to [johnr@latitude38.com](mailto:johnr@latitude38.com). On the 'subject' line, put "Most sailed boats".

Quote of the month.

"There's more money in planes and more fun in yachting I like fun, so that's that."

— Airplane and yacht designer Starling Burgess, sometime in the '30s, in response to a question about why he took lower paying jobs designing boats instead of airplanes.

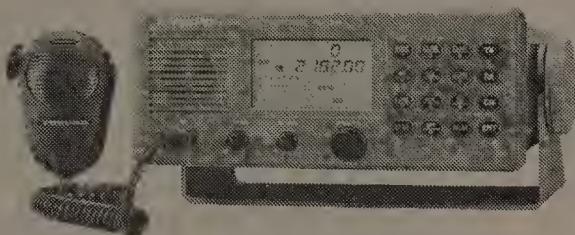
Research pitfalls.

The Internet is wonderful. We can research topics in a few minutes that used to take days. But it can still lead down some strange roads. For example, for a *Sightings* piece on some of the big new race boats being built, we wanted to see if we could find out who the 'unnamed' owner of the 98-foot *Zana* might be. So we 'Google'd *Zana* — and got three porno sites and the homepage for the Zambia News Agency.



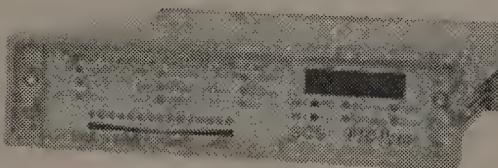
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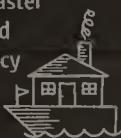
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## miller time

She did it! Bob Miller's new 140-ft 'super-maxi' schooner *Mari Cha IV* entered the record books in spectacular fashion last month by setting new marks in two of sailing's most holy grails: the 24-hour run and the West-East TransAtlantic run.

As we reported last month, Miller, a press-shy British billionaire, took his not-quite-completed boat out of the builder's shed in Cherbourg to have at least one go at the TransAtlantic mark before weather windows closed for the winter.

*Mari Cha's* window opened on October 2 when Miller and an international crew of 22 passed the Ambrose Lighthouse in New York Harbor and headed east. Six days, 17 hours and 53 minutes later, they slid past Lizard Point at the southern tip of Cornwall, breaking the old monohull record (set in 2001 by Bernard Stamm's Open 60 *Armor Lux*) for the 2,925-mile passage by more than two days. (The absolute TransAtlantic record, set in October, 2001, by Steve Fossett's 125-ft catamaran *PlayStation*, is 4 days, 17 hours.)

Just as significantly, during the passage, *Mari Cha* set a new 24-hour monohull record — twice. The first time came on October 10 when they recorded 505 miles. The next day, they reported 525. That's an average of better than 21 knots for 24 hours! This eclipsed the old monohull record of 484 miles, set by John Kostecki and the crew of the Volvo 60 *illbruck* during last year's Volvo Ocean Race. (Absolute record:

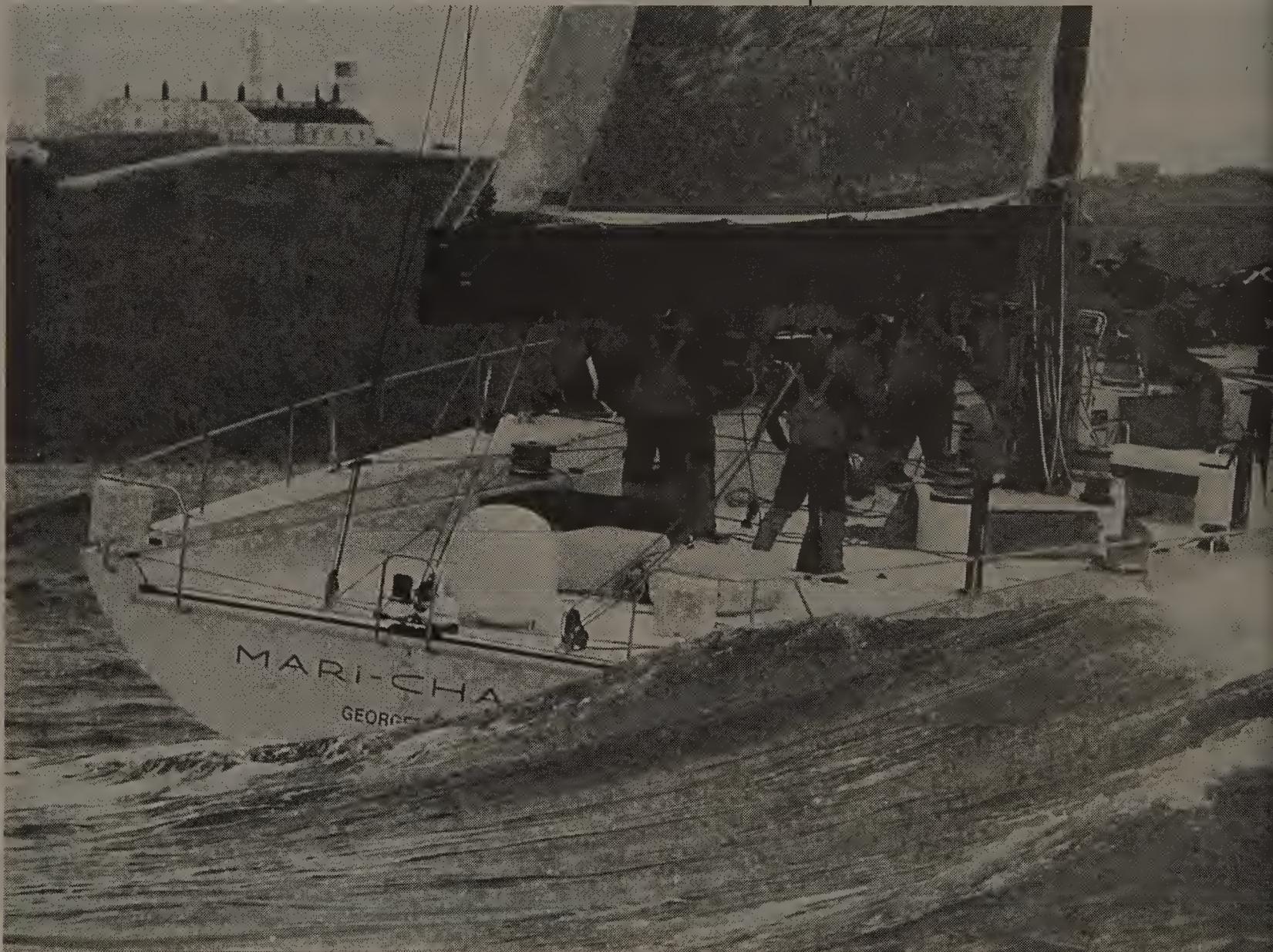
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## rites of

"This is a dream from my boyhood," said Kyosuke Tomoda, the latest Japanese sailor to singlehand a small boat from Japan to San Francisco. Tomoda, 27, arrived on October 17 aboard his Yamaha 26 sloop *For You*, 67 days and more than 5,300 miles out of Osaka. He sailed as far north as 41°24'N and encountered many storms, he said, including a brush with a typhoon.

*For You* is named in honor of Tomoda's father, who passed away when he was 16. He departed Japan on August 2, his father's birthday.

Tomoda, who was greeted by a cadre of well-wishers including his mother and girlfriend at the St. Francis YC docks, was inspired to do the crossing by his father, and by the exploits of Ken-Ichi Horie, the well-known Japanese sailor who has crossed the Pacific in all manner of crazy craft from pedal and solar-powered boats to a catamaran made of beer kegs. And



## passage

Yo Aoki. Perhaps lesser known on this side of the Pacific, Aoki is a living legend in Japan for circumnavigating in a 21-ft boat in 1974. Aoki taught Tomoda to sail and to be 'at one' with the wind and the sea, even when he sleeps.

Of course, Tomoda had the benefit of advances that Aoki never dreamed of, such as GPS and satellite phone.

The trans-Pacific voyage is actually phase two of Tomoda's grand plan to circle the world. Last year, he rode the



JOE ANDRESEN

Kyosuke Tomoda.

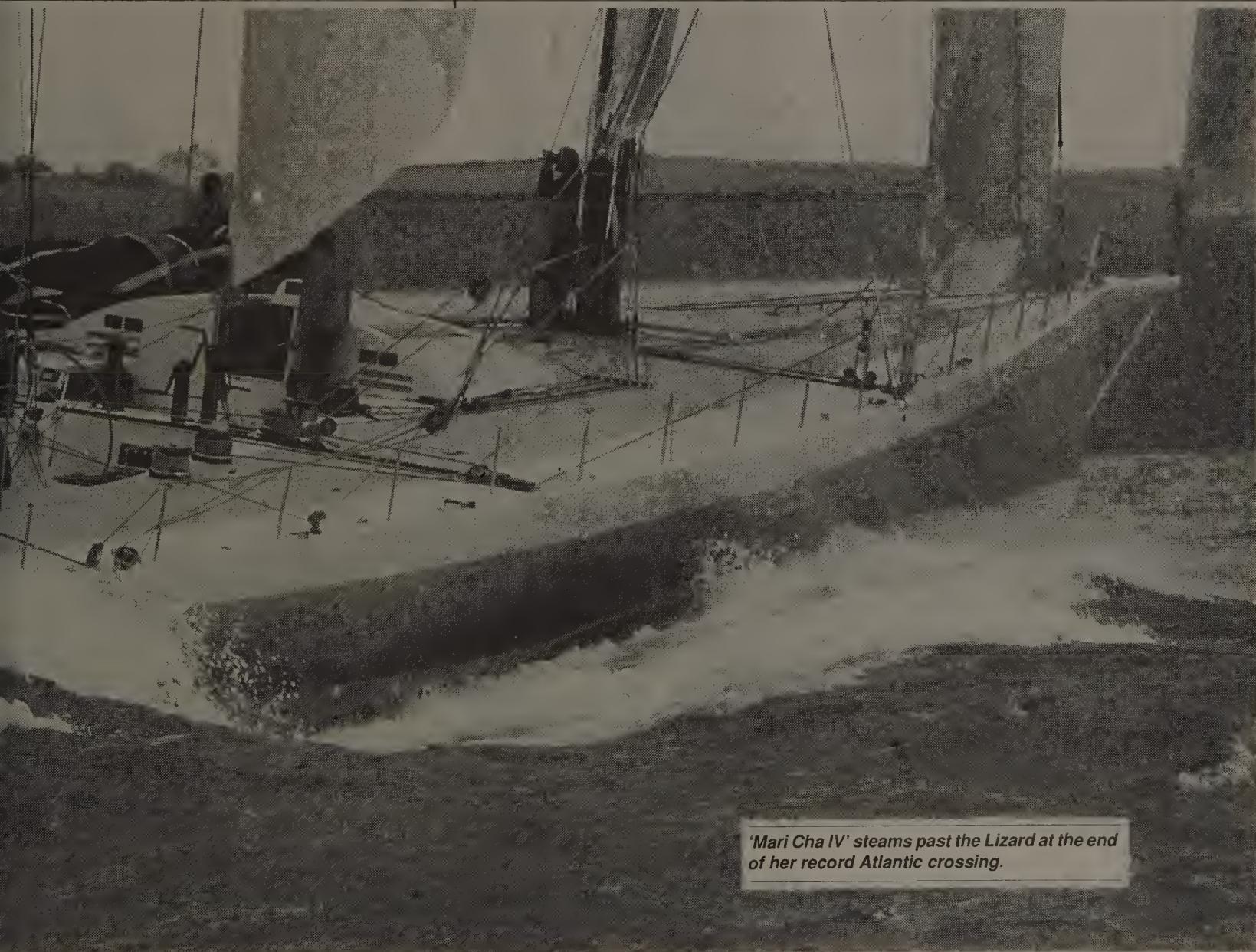
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## miller time — cont'd

697 miles, set by Tracy Edwards' 110-ft cat *Maiden II* last year.)

Aboard *Mari Cha* for the record runs were an international Who's Who of famous names including, at the back of the boat, navigator Mike Quilter (Volvo Ocean Race, Team New Zealand), helmsman Mike Sanderson (Oracle/BMW, TransAt Jacques Vabre), watch captains Brad Jackson (two Whitbreads, last Volvo on *illbruck*, one America's Cup) and Stu Bannatyne (two Whitbreads, last Volvo on *illbruck*) — all of whom are Kiwis. Americans aboard included French transplant and longtime boat manager of Miller's previous Atlantic record holder, the 147-ft *Mari Cha III*, Jef d'Etiveaud, grinder 'Big Mike' Howard (Oracle/BMW, *AmericaOne*), trimmer Sidney Gavignet (singlehanded Figaro veteran, '95 America's Cup) and pitman Stefan Fodor (two America's Cups, ORMA trimaran circuit). Note that *Mari Cha* has a separate crew assigned to each of its 148-ft masts, so we're not quite sure who ground or trimmed what sails on which end of the boat. Highlighting the international flavor of the crew, another trimmer was Prince Pavlos of Greece, who also happens to be married to one of Miller's daughters. (*Mari Cha* is apparently a combo name representing all three daughters.)

After the champagne was washed away, *MC IV*, a design collaboration of Philippe Briand, and Kiwis Clay Oliver and Greg Elliott, went back to the JMV yard in Cherbourg for finishing off. As mentioned last month, among the events on the boat's 2004 game plan is a possible go at the Pacific Cup record from San Francisco to Hawaii next July.



'Mari Cha IV' steams past the Lizard at the end of her record Atlantic crossing.

JOHN NASH

## year of the big boats

The 145-ft super-schooner *Mari Cha IV* may be the biggest, but she is certainly not the only new superyacht created to rewrite the record books. With the IMS rating rule on the decline and IRC seeing only limited use in certain areas of the world, there has been a veritable explosion of new super-maxi sloops under development. Most of these boats, which average 90 feet and require 15 to 24 crewmen, pay only passing homage to any handicap rule. Instead, their main purpose is all-out speed, first-to-finish honors and record breaking. Almost every one of the following craft lay claim to being "the world's most technologically advanced maxi racing boat ever built." But the hyperbole can be forgiven. Individually and collectively, they are bound to raise the bar and perhaps redefine modern ocean racing in the months to come. Here's a quick look at just a few of the more notable boats either in the pipeline or currently sailing:

**Genuine Risk** — San Diego yachtsman Randall Pittman's new 90-foot sloop *Genuine Risk* is currently under construction at McConaghy Boats in Australia. *Genuine Risk* (perhaps named for the famous filly that won the 1980 Kentucky Derby?) will be well suited to Pittman's goals of winning ocean races around the globe. Designed by a team headed up by Dubois Naval Architects and including America's Cup legends Clay Oliver and Andy Claughton, the boat will sport CBT (canting keel twin foil) technology — essentially fore and aft rudders with a narrow canting strut and bulb between them. *Genuine Risk* is expected to launch next spring.

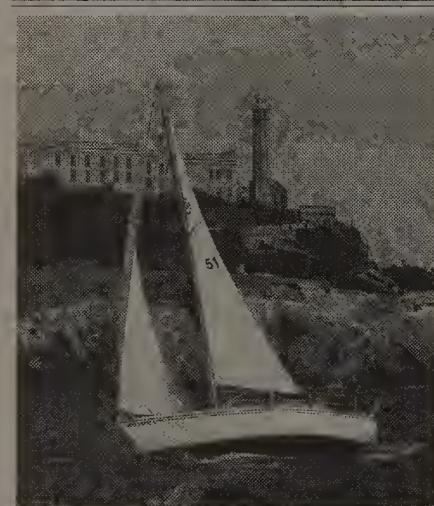
**Alfa Romeo** — Another McConaghy creation, Neville Crichton's Reichel/Pugh-designed, water-ballasted 90-ft super maxi has lived up to every bit of pre-launch hype. Since she hit the water in mid-2002, the boat has won line honors in the Sydney-Hobart, the Giraglia Rolex Cup (out of St. Tropez), the Fastnet Race and the Maxi World Cup in Sardinia. At this writing, *Alfa Romeo* — which takes her current name from the automaker sponsoring participation in her first five big events (but will otherwise wear the *Shockwave* name like Crichton's five previous racing yachts) — was a day away from winning the prestigious Middle Sea Race in Malta. Her almost inevitable win there would make *Alfa Romeo* the first boat ever to win every Ocean Classic race in a single year.

**MaxZ86 Class** — Last year, we ran a feature article on Bob McNeil's Bay-based 86-footer *Zephyrus V*. Not only was the Reichel/Pugh-designed, water-ballasted super maxi the biggest racing boat ever based on the Bay, more significantly, it was hoped *Z-5* might usher in a new class

continued on outside column of next sightings page

## rites of passage

trans-Siberian railroad across the former USSR, then a series of trains and busses across Europe. Phase two ends when Tomoda sells *For You* here. Then he'll fly back home to finish his university studies in photojournalism. Next year, he



Was October a great month for sailing or what? (clockwise from above) — Call us Tony Bennett, we leave our hearts here every time we go out; Catalina 27 framed by the most famous bridge in the world; pocket cruiser 'Dream Catcher' looking jaunty; 'Jaime Elaine' reefed and reachin'; the cold-molded 'Brown Sugar' out for a daysail; sailing by The Rock; (right) singlehanding the old quarter tonner 'Valkyrie'.



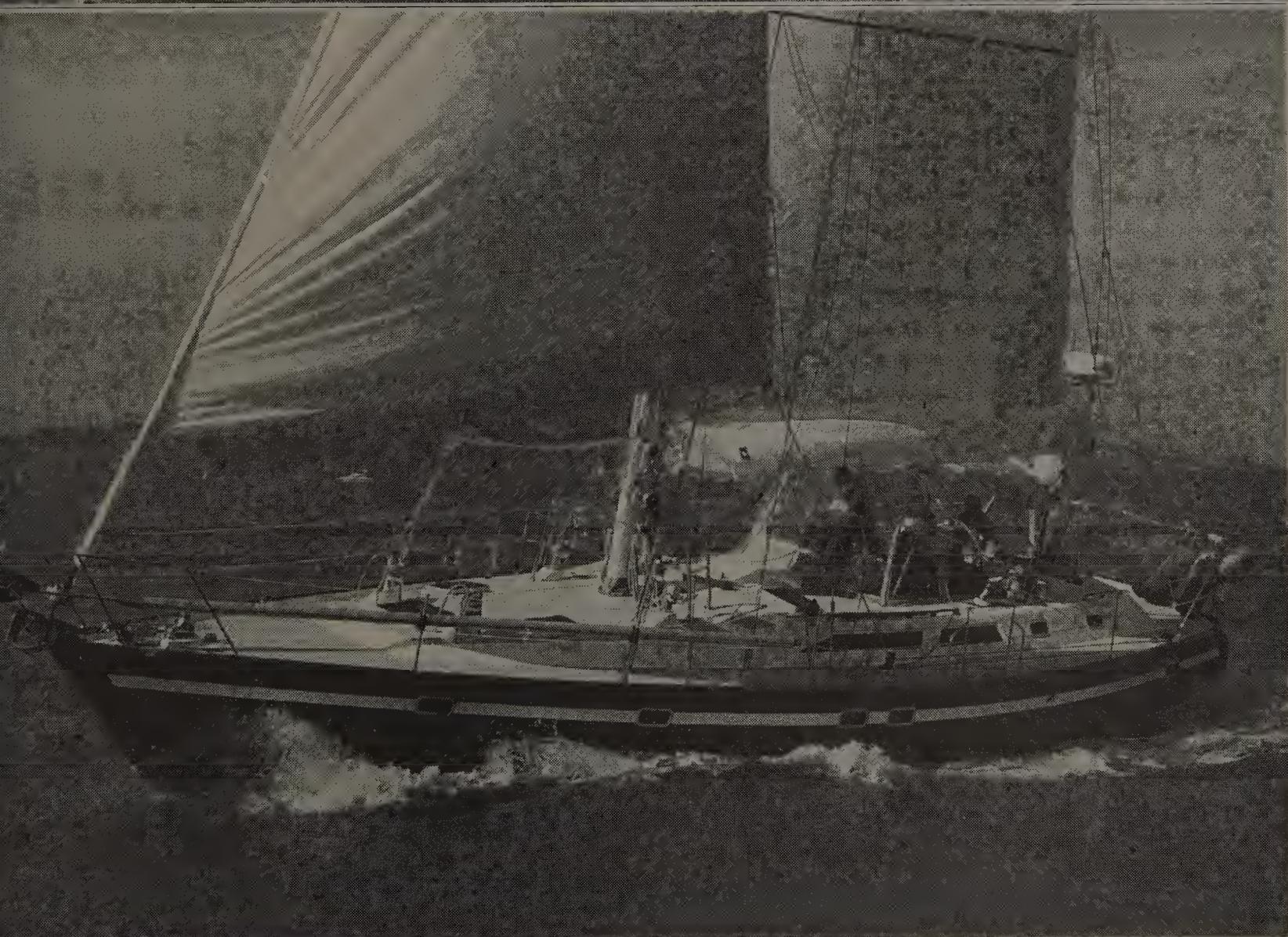
## — cont'd

plans to cross the States — on a Harley! He hopes to 'complete the circle' in the years ahead by flying across the Atlantic, also solo. For more on this interesting young man, check [www.aokiyacht.com/ahoudori/kyosuke/kyosuke-story-e.htm](http://www.aokiyacht.com/ahoudori/kyosuke/kyosuke-story-e.htm).

## big boats — cont'd

of super-maxis called MaxZ86s. Roy Disney and German software magnate Hasso Plattner climbed on the bandwagon, rushing to put in orders with Reichel/Pugh for 86s of their own so that, among other things, the three could race as a class in the '05 TransPac. The bad news — at least for Z-5 — was that the still-evolving rule wrinkled a bit,

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# SIGHTINGS

## big boats — cont'd

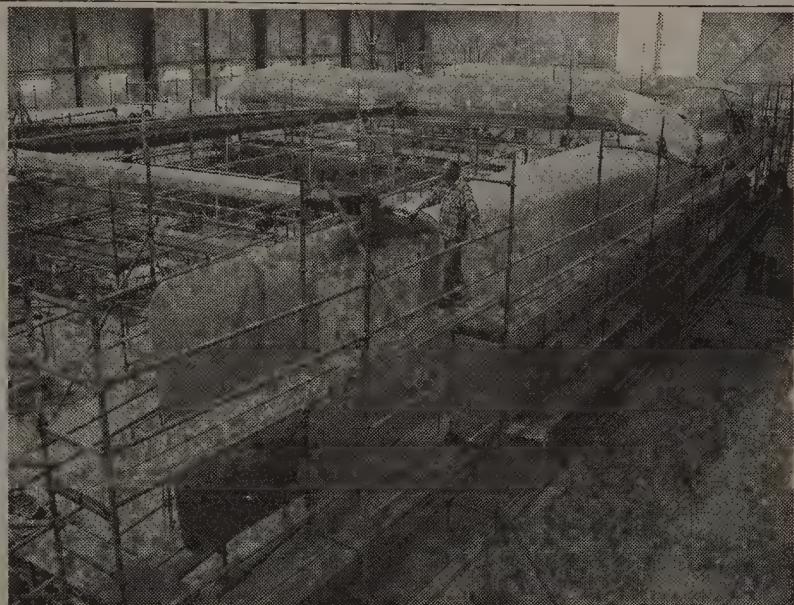
allowing Disney's new *Pyewacket* and Plattner's new *Morning Glory* to have canting keels. This essentially rendered the water-ballasted *Zephyrus V* instantly obsolete, at least in terms of being competitive in the new class she helped create. *Z-5* has nevertheless left her mark on the world's oceans, including beating *Windward Passage*'s 32-year-old record in the Pineapple Cup (Fort Lauderdale to Montego Bay). Don't be surprised to see McNeil put in his order for a canting-keel 86 in the near future. Meanwhile, Disney's *Pyewacket* is due to launch from Cookson's yard in New Zealand on November 13; Plattner's new *Morning Glory* not long after that from McConaghy's.

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## eh back in the water

*Everest Horizontal* is horizontal once again. The Jim Antrim-designed Open 50 that Tim Kent sailed around the world last year lost her keel in June's Bermuda 1-2 Race and capsized. She was righted and towed back to Bermuda. In September, she was driven ashore by Hurricane Fabian. Now back in the water, she awaits work he cannot presently afford. Check out the whole story — and how you can help out — at [www.everesthorizontal.com](http://www.everesthorizontal.com).



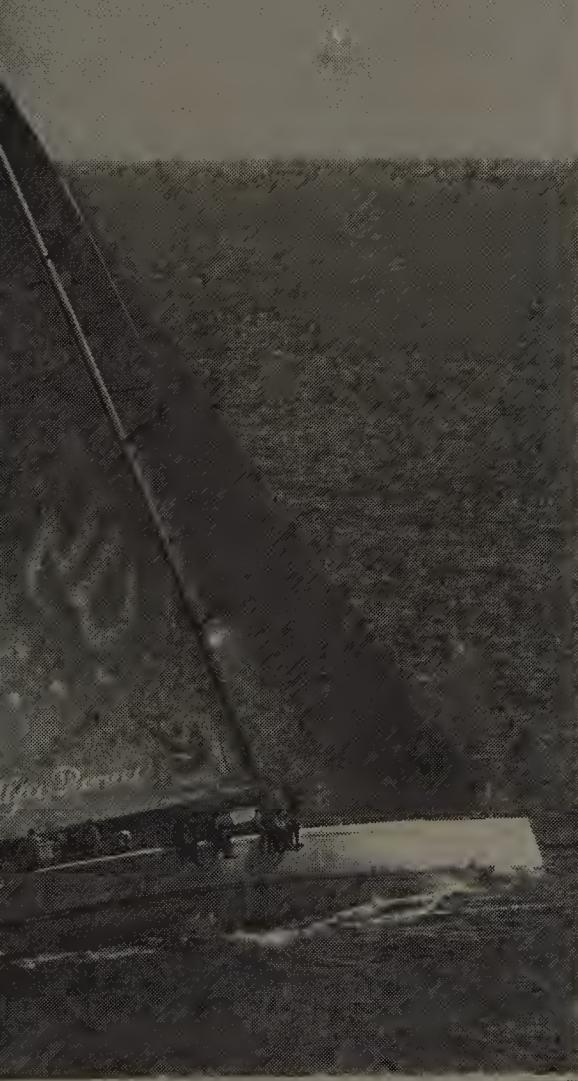


*Life in the fast lane — spread, 'Alfa Romeo' rounds Fastnet Rock. Left above, 'Bols' features stern tabs to help her plane better. Above, Bruno Peyron's giant 'B1' in the builders' shed in Vannes.*

**Zana** — The newest super maxi to hit the water as this was written was the 98-ft sloop *Zana*, which launched in October from Hakes Marine Ltd., in New Zealand. Built for an unnamed owner, the state-of-the-art, all-carbon, water-ballasted beauty is aimed squarely at the next Sydney Hobart Race this December. Designed by Brett Bakewell-White (who did some design work on the maxi *Nicorette* and calls *Zana* "an improvement using the same basic rule parameters"), this new boat is basically the largest boat that makes sense under the present IRC rule used in the Sydney-Hobart. Past that, the only 'rule' she'll obey is to go faster than almost anything else around. Tentative plans include trying for some race records in the Pacific and possibly in Europe.

**Magnitude 80** — Closer to home, Doug Baker's new Alan Andrews 80-footer is currently under construction at Dencho Marine in Long Beach. Essentially a larger version of the Andrews 77 *Alchemy*, *Magnitude 80* will feature a canting keel instead of *Alchemy*'s water ballast. No rating limitations were considered in the building, although the draft was kept to 12.5 feet as that's the maximum that will fit in Baker's slip at Alamitos Bay. With her giant deck-mounted retractable bowsprit deployed, and flying asymmetrical spinnakers matched only in size by her rooster tail, *Mag 80* is going to look like the world's biggest sportboat — which perhaps she is. Baker's new boat should be sailing by the first of the year and will debut at the Manzanillo Race in February. She'll otherwise do local Southern California events, including beer cans, and is intending to come north for the Pacific Cup.

**Bols** — Currently poised to sack and pillage sailing records in Northern Europe is the new water-ballasted 93-footer *Bols*. Designed by Hugh Wellbourn (part of the British America's Cup design team) and named for the world's oldest distillery which created her (*Bols* traces its Amsterdam roots all the way back to 1575), the new craft was built at the new Boatspeed yard in Sydney, fitted out in New Zealand, and launched with great fanfare in March in Rotterdam. A larger and faster version of a previous maxi by the same name (which won, among other things, her division in the '01 Sydney-Hobart), the new *Bols* was created for "a daring three-pronged mission to carve itself a place in sailing history," according to the website. The 'prongs' are the 24-hour distance record for monohulls, the W-E TransAtlantic Record and the round-the-world monohull record. A unique design feature toward that end are stern tabs like those used in motorboats to adjust the planing



COURTESY ALFA ROMEO

continued on outside column of next sightings page

# SIGHTINGS

## big boats — cont'd

attitude. Conceived and managed by 31-year-old sailor/businessman Gordon Kay, *Bols* sailed to easy line honors in her first big ocean event, June's 330-nm Sjaelland Rundt (around Denmark) Race.

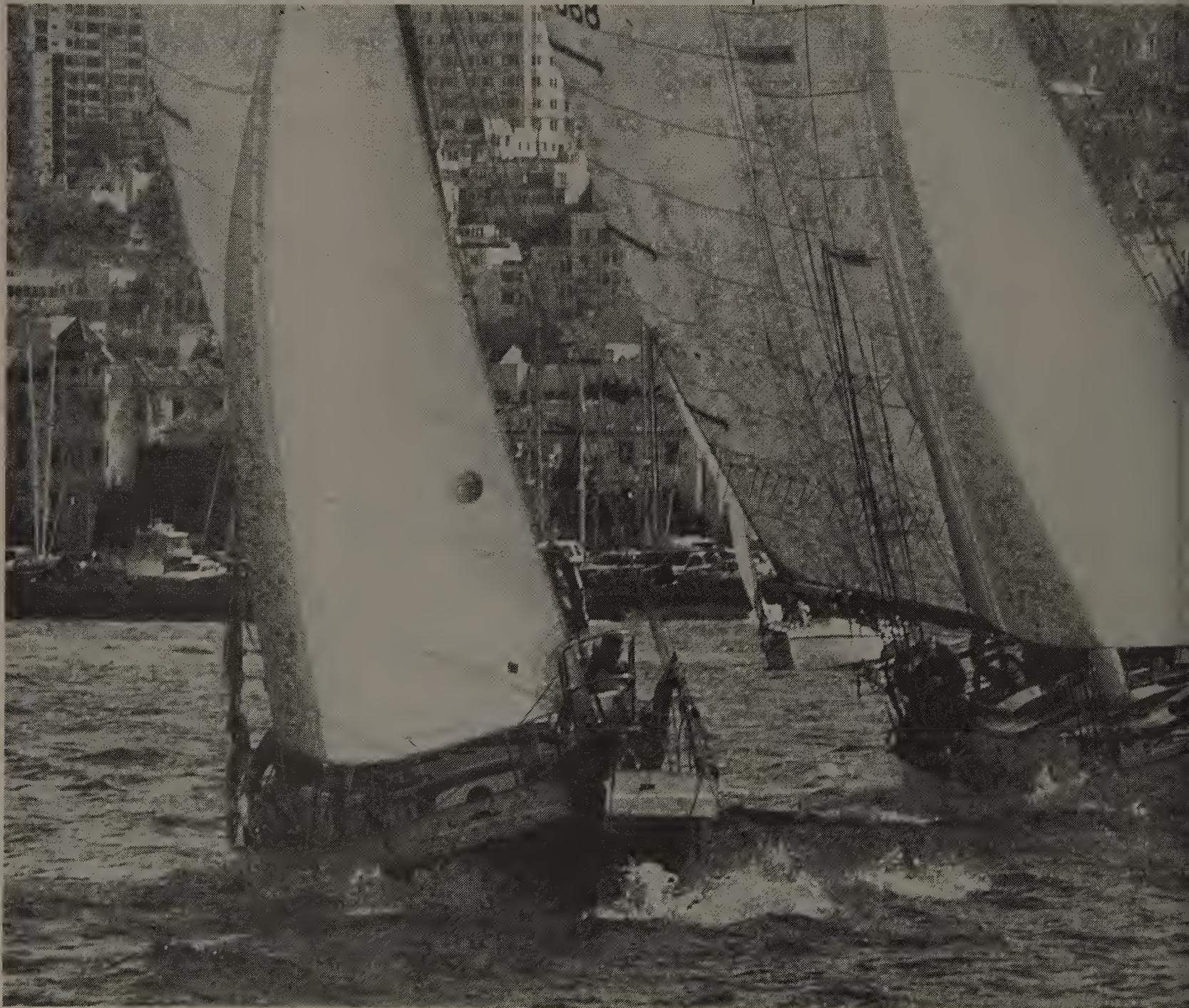
**B1** — The fastest of this month's lot — perhaps the fastest sailboat ever built to date — is nearing completion at the Multiplast yard in Vannes. This is Bruno Peyron's new catamaran, code named 'B1'. You know, like the bomber. For some reason, not even the length of this boat is being released. However, estimates are that she will be around 120 feet, slightly shorter than Steve Fossett's *PlayStation* and slightly larger and wider than her three older 110-ft Gilles-Ollier siblings launched in 2000 as *Club Med*, *Innovation Explorer* and *Team Aventure*. Interestingly, the march of technology is part of what makes this boat possible — for example, though *B1*'s mainsail is considerably bigger than the 110 sisters, it weighs about the same. The design team estimates the top speed of this boat will be "in excess of 45 knots", which would make her easily capable of knocking off 700-mile days. The boat is due to launch at the end of November.

## dream boat

By all accounts, the "Dream Boat Show" held at Keefe Kaplan Maritime, Inc. (KKMI) in October was a huge success. The bustling boat yard had been transformed into a luxurious setting with a red carpet welcome mat and palm trees swaying in the warm breeze — the place lived up to the reputation as being on the "Richmond Riviera". The show featured a selection of a dozen extraordinary yachts, the star of the show being the magnificent Swan 112 *Song of the Sea*.

Designed as a fundraising event for junior sailing programs around the Bay, the show raised several thousand dollars.

"All sailors have a boat they just dream about but never get a chance to see first



## show

hand. We read about these boats in the magazines but there's rarely an opportunity to actually go aboard. We decided to change that," said Paul Kaplan co-founder of KKMI. "We put together a collection of world class yachts that are truly extraordinary, and the response has been fantastic, so much so that we're thinking of doing this again next year."



COURTESY KKMI

'Song of the Sea.'



LATITUDE JR

Charge of the heavy brigade (l to r) — 'Makani Kai', 'Brigadoon', 'Dutch' and (barely visible) 'Johanna' at the start of last month's Jessica Cup. Read more about this clash of the classics in 'The Racing Sheet.'

## stolen, found and lost

A couple of unusual incidents involving missing boats came to our attention last month. The first was a boat stolen from its Alameda berth. The latter a boat adrift at sea. First, the story of . . .

**Pepina, Lost and Found**

On Wednesday, October 8, Jeanie Conway called her husband Ted on her cellphone from Grand Marina. She was taking some bed linens back to *Pepina*, the custom 71-ft ketch the couple had just moved off of after 14 years of living aboard. "Same old stuff," she said. "Not a single dock cart in sight. I'll walk down the dock and see what I can find." While she walked, they talked about other things. Then her breathing got faster and heavier.

"What's the problem?" Ted asked.

"*Pepina* is gone."

So began a heartwrenching tale, complete with a few 'Hollywood' twists and, fortunately, a happy ending.

Calls to the marina turned into calls to all the fuel docks in the Bay (the boat had only a few gallons of diesel left in her day tanks). No one had seen the boat, but her description was left in case she turned up. The Alameda police were next, and an officer arrived to talk with Ted within an hour, then accompanied him to the Marina to talk to Jeanie and the marina staff.

As soon as the Conways got home, they started emailing everyone they could think of. Ted designed a flyer with a detailed description and pictures and they went about getting those out. Late in the afternoon, frustrated by the waiting, Jeanie and Ted got in the car and started driving to different marinas and vista points around the Bay, hoping to catch a glimpse of their unique-looking pilothouse ketch with her distinctive tanbark sails. No luck. More long-ranging emails went out that night.

The next day, Ted chartered an airplane. *Pepina* had been gone a bit more than 24 hours and — depending on the robbers' mode of travel and direction — she could have traveled anywhere from 160 to as much as 270 miles. That day, they flew over marinas and near-coastal ocean from Port San Luis up to Half Moon Bay. *Pepina* was nowhere to be seen.

On Friday, Ted had planned to go up again and check the Upper Bay and Delta. However, he decided to stay home and work the internet and emails. At 3:30 in the afternoon, the Alameda Police called to say they had found the boat — in Berkeley Marina.

Overall, *Pepina* was little the worse for wear for her brief adventure. A number of items were taken from the boat, including a pair of \$900 Steiner binoculars. Most signs indicate that there was only a single person involved in the theft. The thief actually left a note of apology on the boat (with every other word misspelled, notes Ted). But by far the most interesting twist to *Pepina*'s tale is — apparently — why the thief didn't get very far.

"He had some working knowledge of marine engines," says Ted. A thorough examination of the boat indicated a missing propeller zinc — and that the guy had changed the impeller in the raw water pump!

"We think the reason he changed the impeller is because the engine was overheating," says Ted. The missing propeller zinc, installed only two weeks before, suggests the bandido might have been trying to power at too high an rpm. "We've never thrown a zinc before," says Conway.

The bad guy apparently never even considered sailing — the sail covers were never taken off.

At this writing, *Pepina*'s 'boatnapper' had not been caught. But he has certainly been described. Apparently, he 'cased' the boat for a while. The Conway's diver remembers a man quizzing her extensively about the condition of the bottom and propeller, and several folks who helped *Pepina* tie up at Berkeley gave similar descriptions. He is described as caucasian, 35-40 years old, about 6' 2", clean shaven and with black hair. The diver described the hair color as "a lousy hair dye job — you

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# SIGHTINGS

## lost & found — cont'd

know, where you can tell the guy did it himself in a bathroom."

He gained entrance to the boat by grinding off the companionway doors hinges.

Finally, says Conway, "He has lousy taste in food and liquor. The food he brought on board consisted of mushy bread, peanut butter and jelly. He finished off a bottle of lousy imitation Frangelico and left the 18-year-old Glenfiddich untouched."

By the time the Conways got their boat back, the internet was buzzing with the story. "It's been unbelievable," notes Conway. Word had gone out all over Mexico to keep a lookout for the boat. Ted and Jeanie even received messages from as far away as Easter Island and the Maldives saying the word was out "to all our clients and agency networks." Their biggest thanks goes out to the Alameda Police Department, and especially Detective Gee.

Lessons learned. First the obvious: If anyone is determined to steal a boat, there's very little you can do to prevent it. Even a locked com-

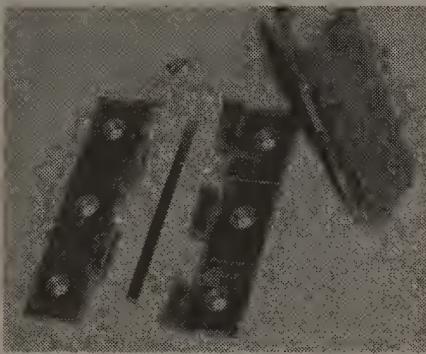
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## dawn wilson

In the last issue, we told you about cruiser Dawn Wilson, who was imprisoned in the Mexican penitentiary in Ensenada on bogus drug charges. We are sorry to say she is still in jail — but things are looking up.

To briefly recap, Wilson is the wife of cruiser Terry Kennedy. The two live aboard their boat in Puerto Escondido. Back in April, Dawn had gone to San Diego to visit her doctor. On the way back to the boat, she had stopped in Ensenada to take advantage of Mexico's cheaper drug prices to fill her prescription for Dilantin, an anti-seizure medication.

In what has apparently become a widespread scam in Ensenada and Tijuana,



*Lost, found and missing — above left, Jeanie and Ted Conway of 'Pepina.' Above right, the ground-off remains of 'Pepina's' companionway door hinges. Right, 'Pepina' under sail. Below, Tom and Lyn Camp's 'Just Imagine' has been adrift in the ocean since October 9.*



## update

she was stopped a short distance down the street from the *pharmacia* by local police. (Some pharmacies apparently tip off police when *gringo*'s buy medication.) What normally happens is the police threaten the *gringo* that their drugs are illegal, the person hands over some cash and everyone goes their separate ways. Unfortunately, for reasons not entirely clear, Dawn was taken to the local station and put in a cell. One theory is that, in ruffling through her purse, the dirty cops had found her credit cards and knew they had to put her away for awhile to use them.

And use them they did. By the time a  
continued middle of next sightings page

## lost &amp; found — cont'd

panionway is vulnerable. And anyone reasonably knowledgeable about diesel engines will probably be able to start the motor.

For less-determined or 'spur of the moment' robbers, additional safeguards may be effective. The Conways are installing a second lock at the hinge side of the pilothouse door, and working on a system that will alert them via phone lines of break-ins.

**Just Imagine Goes AWOL**

The Farallon Patrol is a loose-knit organization consisting of 25-30 private yachts that run supplies and personnel out to the rocky islets 25 miles off the Golden Gate. They've performed this valuable volunteer service year-round since the late '70s.

After a run in September, Tom Camp's 50-ft steel cutter *Just Imagine* had stayed on for a couple of weeks to help scientists in their ongoing study of the local white shark population that returns to the Rockpile every year.

On October 9, Camp was home. The boat was anchored in a sheltered cove with a crewmember aboard to keep watch. The crewmember got off briefly to tend to something ashore, and by the time she was ready to return, it was too rough. A biologist ashore was assigned to keep an eye on the boat. At 11 p.m. he saw the boat part either drag anchor or part her anchor rode and disappear into the night. Camp didn't get the bad news call until the next afternoon.

Like the Conways, he sprang into action immediately. As soon as he heard the boat he'd owned with wife Lyn for the past three years was missing, he called the Coast Guard and a marine salvage company — then he spent the weekend flying around in airplanes searching ocean and harbors from below Morro Bay to north of San Francisco. "I've heard more theories of drift from more people in the last week than ever before," noted Camp when we talked to him in late October. None helped, and the boat has not been seen since.

*Just Imagine* is a 50-ft double-ended cutter designed by George Buehler. She has a dark hull and a distinctive pilothouse. You don't have to know this, but she's a good, comfortable sea boat. The Camps had plans to head her out in a year or less.

Tom Camp hasn't given up yet, but he's running out of ideas. If you spot this boat, contact Tom or Lyn Camp at (510) 851-8822 or (925) 935-6616, or email [tcamp45945@aol.com](mailto:tcamp45945@aol.com).

**letter from iraq**

The first issue of *Latitude 38* has found its way to the wonderful country of Iraq. I would like to claim credit for sailing here in my small sailboat but I must thank the Department of Defense for providing transportation.

Despite what is seen on television in America, the people here are exceptionally friendly, inquisitive about freedom, and generous with what few belongings they possess. I have had the privilege of traveling from the port of Um Qasr to Baghdad. Everywhere I go I hear, "Thank you for being here. Please do not

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COURTESY TED CONWAY

## letter from iraq — cont'd

go; please stay. America is #1." It's hard to relate how poor these people are in personal property, but how rich in kindness.

When this country is free and open to travel, I would recommend anyone with the means should come here. I have never been more proud to be an American. I wish everyone could see the good that we are doing here, from aiding the farmers to rebuilding decimated villages. There are now 32 nations involved in the reconstruction of this country.

Not everyone here is military. There are many 'ex-pats' involved, working long hours to make freedom a reality for Iraqis.

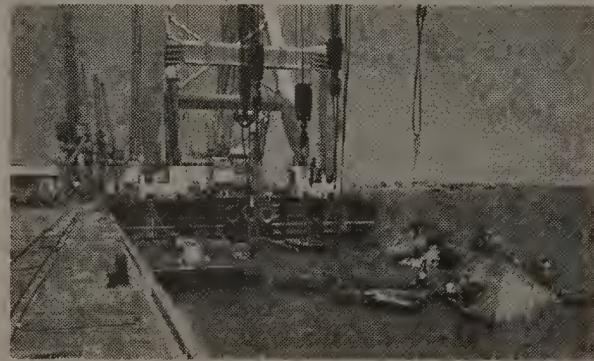
Thank you for such a great magazine; it is a joy to read each month. My wife is kind enough to Fed Ex them to me at great expense and upon receipt of my monthly ration I sequester myself in a quiet, sunny place, develop terminal drool and immerse myself in your fine magazine.

My current position is 30° 3' 22"N, 47° 55' 49"E. For general information, the winds come up every day around 11 a.m. and increase in intensity to

about 35k; the average temperature in the evening is 100 F, and daytime has been as high as 152 F. One does become used to the heat after a while, but drinking water is a necessity (4 to 5 liters per day minimum). It is the currency of the desert.

The lifter you see in the photo is run by a Turkish company and is the largest barge lifter in the world. As a gift to you and the staff, I've also included a jpeg of a 10,000 Iraqi Dinar note, the actual hard copy which I will snail mail to you. Please hang on to it as I have been advised that, just prior to the war, this was worth \$34,000 US and there seems to be no reason to think this note will not recover at least some value when the new Iraqi government is stabilized.

— michael cehand



Raising a sunken barge in Um Qasr Harbor.

## backyard boatworks

You've heard of shadetree mechanics. Well, brothers Mark and Matt Dini are what you might call shadetree boat guys. And we mean that in a good way.

A couple of years ago, the two avid sailors got a deal on Moore 24 #100, which had gone through some hard years at the Stockton Sailing Club. They towed it home to Aptos, where Mark — who is in construction — dug a big hole in the back yard with a backhoe. The brothers rigged straps around the boat and lowered it into the hole to "water level." That made access much easier than climbing up and down a ladder 20 times a day.

When all six million holes in the deck had been filled and a new companionway installed, it was time to do the bottom. For this procedure, Mark fired up the backhoe again and made a small sand dune. Then he set the boat down gently on her side. This made for much easier sanding compared to doing it over your head with the boat on the trailer. Once one side was done, the boat 'turned the other cheek' and the other side was done, again from an easy, non-neck-kinking

## dawn update

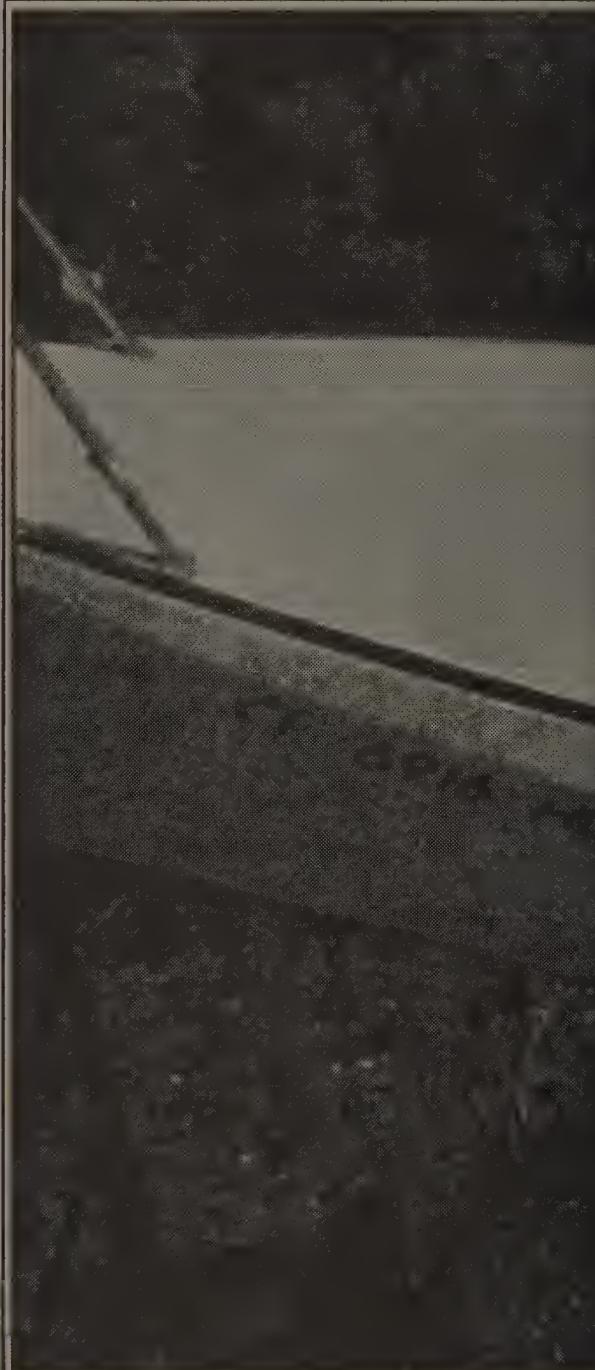
worried Terry located his overdue wife several days later, there were nearly \$4,000 worth of charges on the cards.

Things snowballed downhill from there. Dawn was charged with possession of drugs that she didn't even have — the police being so slipshod that they didn't even list the legal ones she *did* have —

she was made to sign 'confessions' she couldn't read, her first lawyer turned out to be inept — and a gringo-hating judge



Dawn Wilson.



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## — cont'd

sentenced her to a huge fine and five years in prison. Dawn has never been allowed to tell her side of the story, much less even appear during these hearings. Finally, she has been denied her seizure medication while incarcerated.

Since last month's write-up, Terry has dumped the first lawyer — who among other things neglected to present Dawn's medical records and prescription for Dilantin at any of the court hearings — and secured a team of three reputable attorneys.

Media exposure is also helping to bring the case to light on both sides of the border, and hopefully embarrass Mexico into swifter action. At this writing, a Fox 6 News story on Dawn was picked up na-

continued middle of next sightings page.

## backyard — cont'd

position. Is that brilliant or what?

At this writing, Gary 'Garski' Tracy, a longtime Santa Cruz boatbuilder (with Olson, Moore, Bill Lee, etc.), was in the final stages of fairing the keel, after which the boat will go back on the trailer and soon return to 'active duty' on the water.

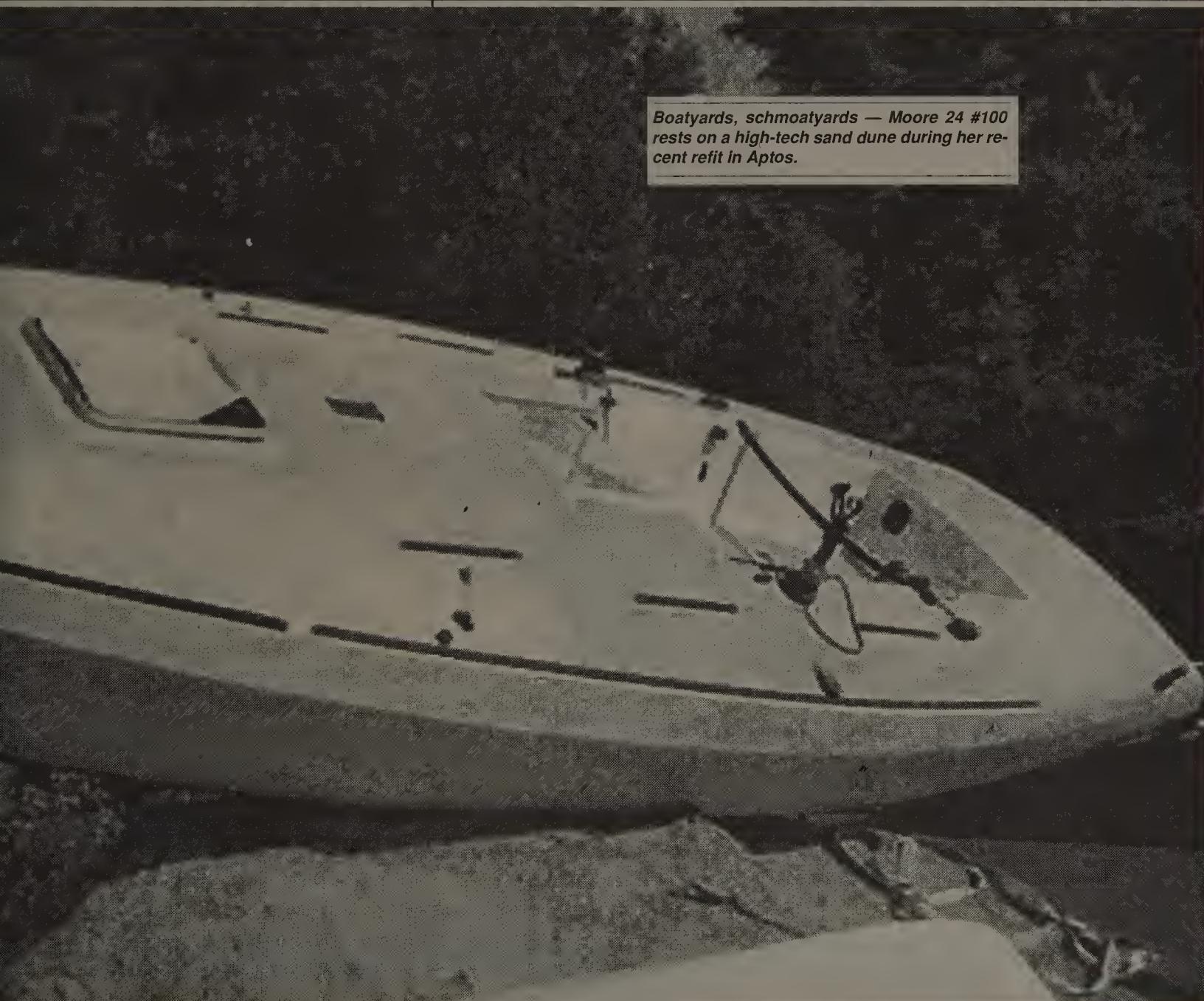
#100 is currently nameless. The Dini brothers haven't decided on a name, or even if they're going to name her. However, if they're taking nominations, considering the 'grounding' she's just gone through, we're thinking *100 Grit* would fit pretty well.

## catalina rendezvous

On October 4-5, Angel Island's Ayala Cove was the focal point for the Sixth Annual Catalina Rendezvous. Some 72 Catalina yachts attended, representing not quite half of the 25 or so keelboats produced by the venerable Southern California manufacturer since Frank Butler built the first Catalina 22 in 1969. As far as we know, the Catalina

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*Boatyards, schmoatyards — Moore 24 #100 rests on a high-tech sand dune during her recent refit in Aptos.*



## catalina rendezvous — cont'd

rendezvous represent the largest Bay Area get-together of any fleet or manufacturer. This year's number is all the more amazing in that it doesn't include any Catalina 22, 25s or even 27s — the ubiquitous 'Chevy' of sailboats. Apparently those fleets had other plans this year.

The 2003 Rendezvous was hosted by San Francisco's Catalina 34 Fleet 1 this year. With 16 boats, they were also the most numerous fleet in attendance. (Others included Catalina 30s, 320s, 350s, 380s, 36s, 42s, 470s, and a single 40. The weekend was filled with parties, barbecues and shore activities for young and old, and the Rendezvous' legendary dessert contest. If Martha Stewart ever shows her face again, she'll have nothing on these folks.

"Joining and participating in a local one-design fleet greatly enhances the pleasure and value you get out of your boat," enthuses Fleet 1 Captain Greg Sherwood of *Imi Loa*. If you sail a Catalina in the Bay Area and don't belong to a fleet, Greg can put you in touch with the right folks. You can reach him at [gsherwood@kichwa.com](mailto:gsherwood@kichwa.com)

## dawn update

tionwide. Others are planned.

In not-so-good news, as if this whole nightmare weren't bad enough, there was a prison riot in early October. Two male prisoners were killed and several guards seriously hurt. It took more than three hours just to assemble 500 riot police to deal with the insurgency, and many more to bring it under control.

At one point, the male prisoners got into the women's prison area and started breaking the locks off the cells that the 90 women, four of which are Americans, had just days earlier been moved into. Several of the women were raped. Fortunately for Dawn and the other American

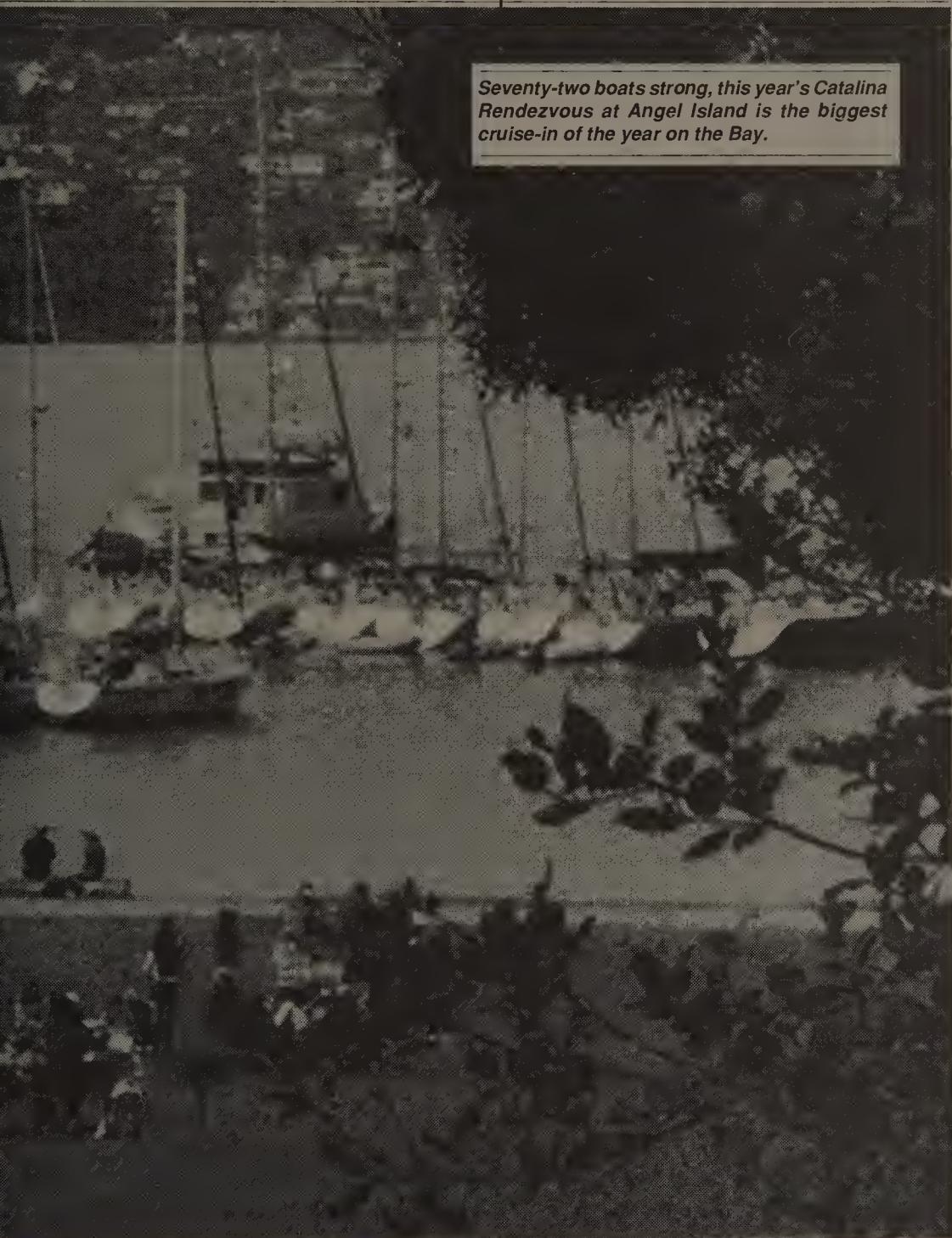


## — cont'd

women, the police got things under control just in time. Dawn later told Terry that the male prisoners were just a few cells down from her and two other Americans when they were stopped, but close enough that Dawn could see what was going on from no more than 20 feet away.

Friends of Dawn have set up a website that chronicles the bizarre details of this case from day 1, including Dawn's own written account. For more details on this story, updates and ways you can help, go to [www.dawnwilson.com](http://www.dawnwilson.com).

We hope next month to bring you the best news of all: that Dawn Wilson has been released.



*Seventy-two boats strong, this year's Catalina Rendezvous at Angel Island is the biggest cruise-in of the year on the Bay.*

GREG SHERWOOD

## coast watch

Between early September and mid-October, Group San Francisco Units, including Stations at Lake Tahoe, Vallejo, Rio Vista, Monterey, Bodega Bay, Golden Gate and San Francisco, responded to approximately 200 search and rescue (SAR) cases. During this period, there were several cases involving boaters who were exposed to the cold waters of either the Bay or offshore. As many of you are aware, the waters both in the Bay and offshore are cold, and are only getting colder as winter approaches. In fact, based on data provided by the National Oceanographic Data Center, the average temperatures for the Bay Area and offshore waters of Northern California from October until May is approximately 54 degrees (see [www.nodc.noaa.gov/dsdt/cwtg/cpac.html](http://www.nodc.noaa.gov/dsdt/cwtg/cpac.html)). Here are summaries of a few of our more interesting cases:

**September 7** — At 10:30 a.m., the Coast Guard received a call over VHF Channel 16 from a person onboard a 27-foot pleasure craft which had anchored 10 feet from rocks off Muir Beach after losing power and steering. By the time a Station Golden Gate 47-footer arrived, the pleasure craft was on the rocks. Unable to effect a rescue due to the danger of grounding themselves, the crew of the MLB contacted the National Park Service, which maintains a wave runner. Once the NPS arrived — with a rescue swimmer among the crew — they successfully removed two of the people from the pleasure craft and transported them to the MLB. The NPS rescue swimmer assisted the third person to shore.

**September 7** — At 3 p.m., Station Rio Vista got a call from a sailing vessel taking on water. The sailing vessel was heading for Owl Harbor when it went aground, punching a 6 to 7-inch hole in the hull. The Station quickly dispatched their 25-foot Light Utility Boat with a crew of five and a de-watering pump. The Station also issued an Urgent Marine Information Broadcast (UMIB) to advise all mariners in the area to be on the lookout for this sailing vessel in distress. The San Joaquin Sheriff's office, Contra Costa County Sheriff's office, and Tow Boat US responded to the UMIB. The Sheriffs' boat arrived first and commenced de-watering with one of their pumps. Five minutes later — 16 minutes after the initial call — the Station UTL arrived, and added two crewmembers and their de-watering pump to the effort. After 30 minutes, most of the water was removed. After all personnel were taken off the sailing vessel, Tow Boat US managed to re-float it. Prior to towing, Tow Boat US wrapped the hull with a tarp to cover the hole, and attached

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# SIGHTINGS

## coast watch — cont'd

float bags. The sailing vessel was eventually moored in Owl Harbor, its original destination.

**September 8** — About 3 p.m. the Coast Guard Auxiliary Vessel *Silver Charm* contacted Group San Francisco on VHF Channel 21A to report a capsized Laser sailboat with a person in the water. Station San Francisco immediately launched a crew in their 41-foot UTB and headed to the location of the reported capsized vessel. The UTB that was dispatched had just departed the station for a harbor security patrol when they received the call. Therefore, it only took one minute for the crew to arrive on-scene. The UTB crew retrieved the boater from the water. The UTB crew took the 14-ft Laser in tow, and took both it and the boater to the Treasure Island Marina.

**September 20** — Just after 1 p.m., Group San Francisco Command Center received a call from the San Mateo County Sheriff's Office of a swimmer being pulled out to sea by currents off Maverick's Beach. Auxiliary Mobile 14 immediately responded by serving as an information relay between agencies, while the Command Center briefed Air Station San Francisco and Station Golden Gate for launch. A Pillar Point Harbor Master rescue boat arrived on scene at approximately 1:15 p.m. and recovered one person from the water. In the meantime, the Command Center received a second call from the San Mateo County Sheriff, clarifying that there were originally three people in the water, two adults and one child, and one of the adults and child had been recovered.

The helicopter from Air Station San Francisco arrived and reported an overturned vessel in the water. They began a search pattern to locate the missing person. The 47-foot MLB arrived on scene, and commenced a similar search pattern. Pillar Point Harbor Master then called the Command Center to inform them they had interviewed the child, who told the Harbor Master there were two adult males, in addition to himself, onboard the vessel when it capsized for an unknown reason. The child was the only person out of the three wearing a lifejacket. After the capsized, which occurred at approximately 10:30 a.m., the recovered adult and child grabbed hold of a cooler, and the unlocated male clung to "a piece of wood." As the fog started to drift in, the adult and child holding onto the cooler lost sight of the other adult. The missing person was a 48-year-old male wearing a blue jacket, jeans, and a dark colored hat.

The child was taken by EMS to a nearby hospital while the located adult was flown via lifeflight to Stanford Medical Center. Both victims were subsequently released. Unfortunately, due to the water temperature and clothing worn, the functional time of the missing adult was only slightly over two hours, while the probable survivable time was predicted at just over four hours after entering the water. The Coast Guard, Coast Guard Auxiliary, and San Mateo County Sheriff continued searching until just after dark with negative results, which amounted to over seven hours of search time. Had this person been wearing a lifejacket, he would have been easier to spot in the water during the searches conducted by the Coast Guard and local authorities and might have survived this incident.

## farallone clipper redux

Since the 'alert' in the September issue of *Latitude*, I'm happy to report that the Farallone Clipper fleet has more or less come together — though somewhat ethereally — as of the October 18 Jessica Cup. Initially, we hoped to have six boats participate in the racing, but three had really good notes from their mothers, especially *Debit* (#9), which had to be in Redwood City for the new Stanford Boathouse opening. *Patita II* (#1), *Echo* (#12) and *Credit* (#8) did race, with the latter prevailing after a hard-fought race all the way with *Echo*. *Mistress II* (#11) was in the vicinity but didn't race.

So the good news is the fleet is probably going to get together somewhere this spring, and more than likely participate in the expanded

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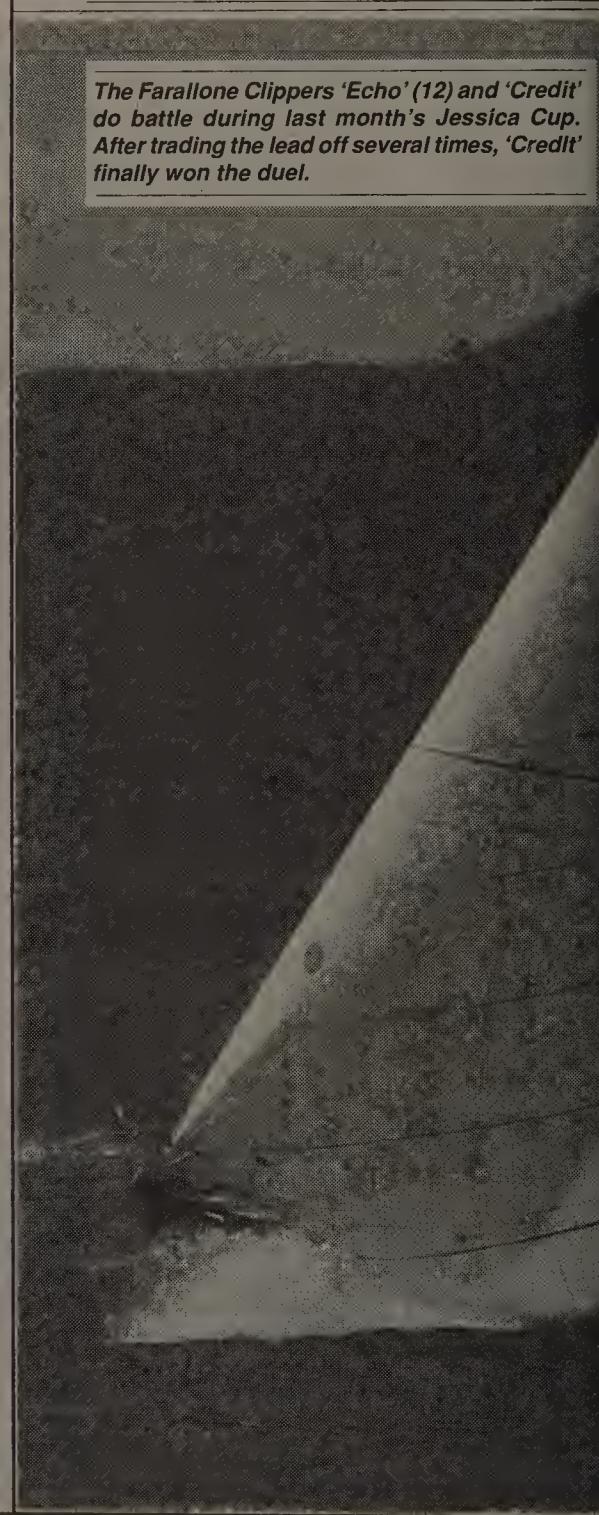
## peyron

There hasn't been this much bad blood between France and Britain since that little skirmish at Trafalgar.

Last month, noted French multihull sailor and race organizer Bruno Peyron announced that the second edition of The Race (round the world nonstop in maxi-multis) and spinoff The Race Tour (round the world in legs) had been postponed.

Barely a week later, noted British sailor Tracy Edwards announced she had secured a sponsorship deal from the country of Qatar for a staggering 38 million pounds — more than \$64 million US. Among other things, this allows Edwards

*The Farallone Clippers 'Echo' (12) and 'Credit' do battle during last month's Jessica Cup. After trading the lead off several times, 'Credit' finally won the duel.*



## vs. edwards

to build a whole new super multihull.

It's the "other things" that caused Peyron to go nuts. The Qatar deal also proposes the creation of two new round-the-world races for supermaxi multi and monohulls that bear striking resemblances to The Race, and another Peyron creation, the *Trophee Jules Verne*.

Peyron is steamed, to put it mildly. He claims he will sue.

Incidentally, Peyron currently owns the nonstop round-the-world (64 days, 8 hours), while Edwards holds the absolute day's run record (697 miles). Both records were set by sisterhip multis in 2002.

## clippers redux — cont'd

Master Mariners Regatta with up to nine boats next year.

As for the some of the, shall we say, less active Clippers mentioned in the September article, there is more good news. *Cedalian* (#17) has been trucked to Channel Islands Marine for refit and refinish by her new owner. She will be back in the spring. A different truck carried *Diva* (#18) the other way to Woodley Island Marina in Eureka where her owner (who lives nearby) can continue much needed refurbishing over the winter. *Mistress* (#2) is still lacking her engine and some gear, but coming along.

There was a tremendous amount of interest in *Stella* (#7). You may recall that this boat had been scheduled for a lien sale by Brisbane Marina. Calls were still coming in regarding that boat in mid-October — and in a dramatic 11th-hour reprieve, the lien sale was called off. Harbormaster Ted Warburton's Job-like patience has to be commended.

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LATITUDE/JR

## clipper redux — cont'd

He and his staff patiently fielded calls and passed them on. We were all surprised by the response that boat's plight generated. Now she, too, appears to have found a new owner and will be on her way to "recovery" very soon.

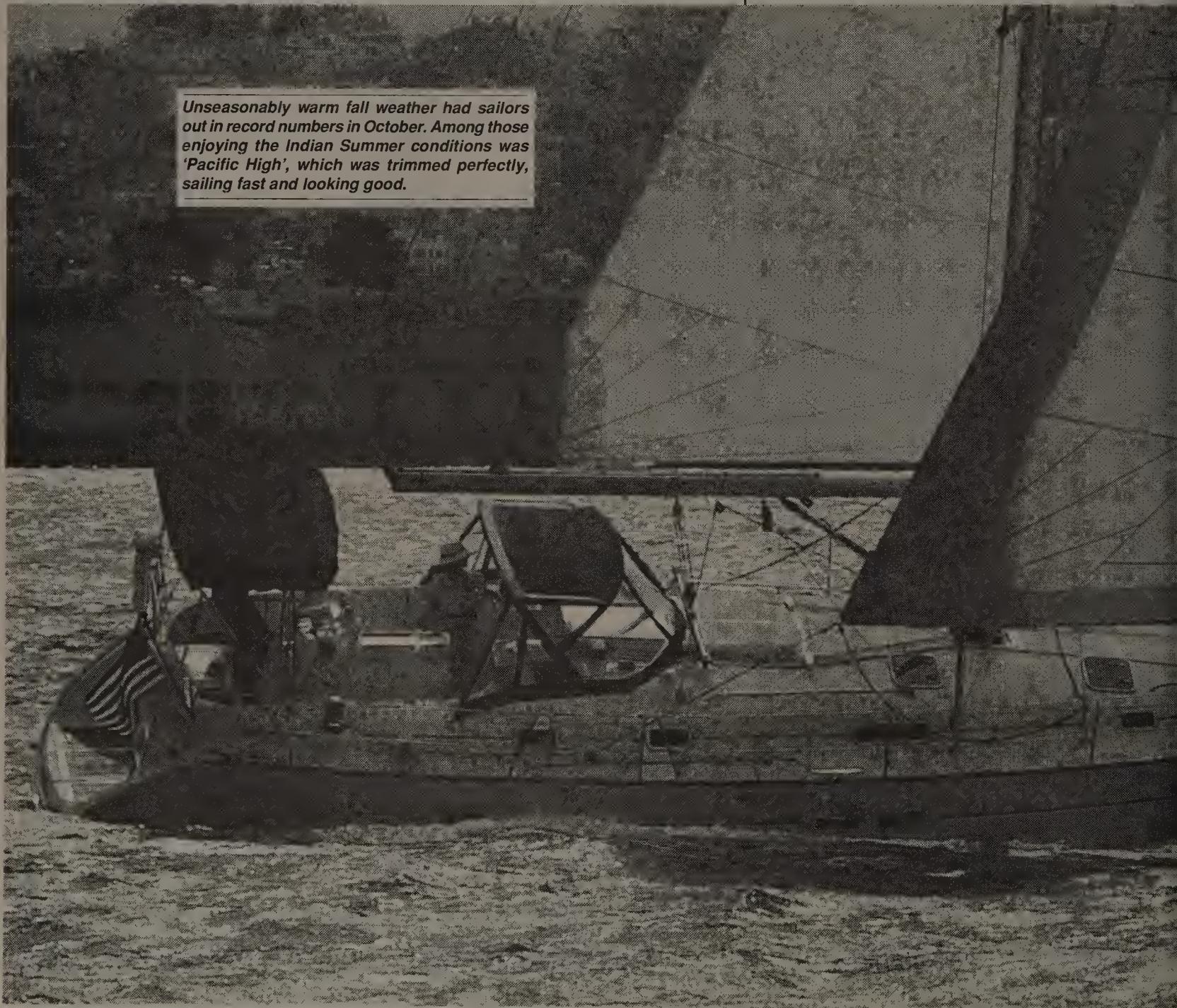
Finally, we invited all past, present and potentially future owners to come out before the Jessica Cup to see the boats and talk to owners. And sure enough, a rather large crowd formed about the breakwater above where the Clippers were berthed. Some former crew and relatives of owners as well as curious folks took pictures and everyone seemed to smile a lot.

For those of you still interested in these classic 38-footers built by the Stephens Brothers Yard in Stockton between 1939 and 1966, or for those of you who called Brisbane Marina to inquire about *Stella, 1* would like to start a database of possible victims of Farallone Clipper obsession — there are boats that might come up for sale. Please email me at [bbelmont@fantasyjazz.com](mailto:bbelmont@fantasyjazz.com), or drop me a card at Box 803, Brisbane, CA 94005.

## cold, hard

In an odd turn of events last month, a Ford Explorer saved its driver's life. On Saturday, October 11, 55-year-old Doug Yamamoto parked at Davenport Landing, rigged his windsurfer and took off sailing. At some point in his lone adventure, he had a rig failure and got separated from his board. So there he was, fairly far offshore, in rough conditions and totally alone. An experienced boardsailor in excellent physical condition, Yamamoto struck out for shore towing his sail. It took him 90 minutes in the chilly 52-degree water to make it to a sandy cove about a mile and a half south of the landing. But once ashore, he discovered sheer, unclimbable cliffs. He was stuck.

*Unseasonably warm fall weather had sailors out in record numbers in October. Among those enjoying the Indian Summer conditions was 'Pacific High', which was trimmed perfectly, sailing fast and looking good.*



## lessons learned

He had not told anyone where he was going, and his wife was out of town visiting friends. His only hope was that someone would notice his Ford Explorer had been parked too long. And that's exactly what happened — an alert boardsailor phoned it in Sunday afternoon.

A Coast Guard helicopter finally located Yamamoto on Monday morning. He had spent a day and two full nights on the tiny beach with nothing to eat or drink except for a bit of fresh water he managed to lick off the cliff. Slightly hypothermic but otherwise okay, Yamamoto says he definitely learned his lessons — from now on, he'll always tell someone where he's going, and he won't sail alone.



LATITUDE/JR

## short sightings

**CARQUINEZ STRAITS** — The Grand Opening Celebration for the new Al Zampa Memorial Bridge over Carquinez Straits is scheduled for November 8. Among the festivities will be a ribbon cutting, political speeches and a bridge walk, all starting on the Vallejo side. (Repeat: people will not be allowed to walk the bridge from the Crockett side; it's one-way pedestrian traffic only from the Vallejo end.)

There aren't going to be many times in life where you can stroll across a great span like this, so if you missed the walk across the Golden Gate during that icon's 50th anniversary a few years ago — or even if you didn't — here's a chance to make up for it on a similar suspension bridge that from most angles is just as beautiful. Festivities begin at 11 a.m. with shuttle service from parking to the north approach to the bridge. The ribbon cutting is at 2:15, followed by a parade of vintage cars, marching bands, bridge workers and the public. The bridge is closed to pedestrians at 4:30 p.m., with them all cleared off at 5. Fireworks at 6 p.m. The bridge begins operation on the 16th.

There's lots more to this festive occasion, including the auction of a new Harley Davidson motorcycle, and memorial sugar packets from the nearby C&H plant featuring a logo of the new bridge. For all the most up-to-date information, as well as where to park for the bridge walk, log onto the bridge's website, [www.alzbridge.com](http://www.alzbridge.com).

**HONOLULU, HAWAII** — One of the most famous non-megayacht boats in the world is for sale. *Dove*, the Luders 33 sloop in which Robin Lee Graham completed his 1970 circumnavigation is on the broker's block in Hawaii. An inspiration to a generation of sailors, Graham's mostly-singlehanded five-year voyage (begun in a different, 24-ft *Dove*) was covered in *National Geographic*, many sailing magazines, two books and a trite Hollywoodized movie. On completion of the voyage, a photo of *Dove* even made it on the front page of the *New York Times*.

In 1971, Graham — who was only 16 when he departed San Pedro in 1965 — sold this *Dove* and she was sailed to the South Seas and back. She was sold again, sailed to Tahiti again, and finally ended up in Hawaii. Now she's awaiting new adventures. Asking price is \$38K. For more, see her at [www.yachtfinders.com/alawai](http://www.yachtfinders.com/alawai).

As for Graham himself, you'll recall that he met a young lady named Patti Ratteree in Fiji during his cruise. The two were married and by voyage's end, Patti was pregnant with their daughter. They moved to Montana, far from the ocean, where Graham, now 54, still works as a building contractor. Their daughter and a son are now grown. They don't sail anymore, but according to an interview a couple of years ago, Robin and Patti like to get out of Montana for awhile every year to do short term missionary work in such locales as Israel, Honduras and West Africa.

**SKAGEN, DENMARK** — When the really big dogs used to run in the America's Cup, the biggest and fastest of them all was the magnificent 130-ft Starling Burgess/Olin Stephens creation *Ranger*. The first yacht design ever to undergo tank testing, this last of the J's was helmed to a convincing win of the 1937 America's Cup by Harold "Mike" Vanderbilt. In fact, in 34 races in her short lifetime, she won 32. She was scrapped in 1941 to aid the war effort.

A rebirth of sorts for the J-Class began in the mid-'80s with the splendid restoration of the 1934 British J *Endeavour* by American entrepreneur Elizabeth Meyer. Soon after *Endeavour* sailed again in 1989 (for the first time in 52 years), Sir Thomas Lipton's old wooden J *Shamrock V*, built in 1930, was taken out of mothballs for some exhibition matches near both boats' homeport of Newport, Rhode Island. A few years ago, the restored 1933 J *Velsheda* joined the fun.

Now the big dog is back. A modern replica of *Ranger* — right down to her unique 'spoon' bow — was officially launched in mid-October at Skagen's Danish Yachts in Denmark. She was built for American John Williams out of steel, just like the original. After some finishing touches, she heads across the Atlantic (presumably on the deck of a ship) to her new home on the East Coast where she'll get measured and become the newest member of the growing J-Class Association. The ghost of Mike Vanderbilt must surely be smiling.

# 2003 AUDI MELGES 24 WORLDS



"When we got the gun in the third race, I made Shark turn around and look back at the fleet," said Mark 'Crusty' Christensen. "I remember telling him, 'Enjoy the view, you may never win a race in a Worlds again'."

Crusty, for once, was wrong — not only did 14-year-old Samuel 'Shark' Kahn win another race, the seventh one, but he and his *Pegasus 24-1* crew went on to take overall honors in the St. Francis YC-hosted 2003 Audi Melges 24 World Championship! Sailing with a dream team of three pros — Christensen (main), Richard Clarke (tactics), and Brian Hutchinson (trim) — and his 20-year-old cousin Brian Lee (bow), Shark



*A star is born — Shark Kahn, age 14, can't drive to the regattas or have a beer after racing, but he just won the Melges 24 Worlds!*

put together a brilliant 5,3,1,2,3,2, 1,(16),3 series to top a tough international 68-boat fleet. Among the victims of the Amazing Shark Attack were defending world champion Harry Melges, who finished a close second, and Shark's father Philippe, head of the *Pegasus* sailing juggernaut, who came in 19th.

It was a shot heard 'round the nautical world, as no one has ever won such a significant world sailing title at such a tender age. Most 14-year-old kids are still fooling around in Optis or El Toros, happy just to win a local race once in awhile! "Shark is the 'purest' world champion of all time!" joked regatta chairman Mark Heer, citing a number of

# SHARK ATTACK!

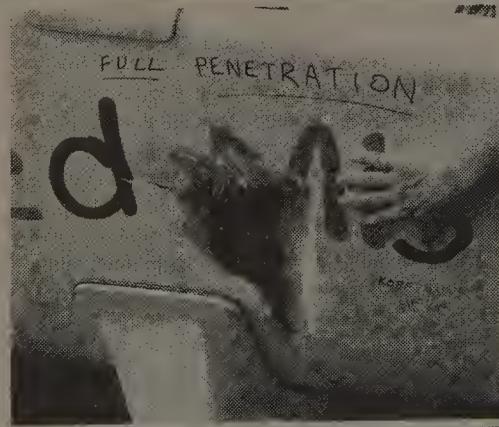


privileges and vices Shark hasn't experienced yet. "Shark and his boys did an awesome job!" said runner-up Melges, adding, "I'm beginning to feel a little old!"

Everyone, with the exception of Shark himself, was blown away by the magnitude of his accomplishment. "I'm surprised, and really happy," he told us in his quiet way. "I guess this is the highlight of my sailing career, and one of the best days in my life. But it wouldn't have happened without the other four guys on the boat, the support of my Dad, and lots and lots of practice."

The sixth Melges 24 Worlds, held

October 13-17 on the Berkeley Circle, was easily the most intense regatta on the Bay this year. The depth of talent, which included rockstar entries from ten countries, was staggering. Pre-race favorites included reigning world champion Harry Melges, 2001 world champ Flavio Favini, perennial contender Brian Porter (with tactician Vince Brun, who won the '98 and '99 Worlds), 2003 European champion Luca Santella (with homeboy Morgan Larson calling the shots), and Dave Ullman, to name but a few. Shark, who steered his first big Melges regatta at Key West nine months ago, was barely a blip on this star-studded radar screen, notable mainly as a heartwarming 'fa-



Ouch! 'Twisted Mister' took a knockout blow in race eight. In the big 68-boat fleet, every mark rounding was an adventure.

# 2003 AUDI MELGES 24 WORLDS



Above, runner-up Harry Melges (left) and Jeff Ecklund ('Star'). Right, third place finishers Brian Porter (left) and tactician Vince Brun.

ther versus son' sidebar story.

The five-day, nine-race, one-throwout regatta finally got underway on Monday the 13th, after a four-hour postponement. Zenda, WI, boatbuilder Harry Melges, whose family's business has now cranked out almost 600 of these popular R/P-designed rocketships, opened the series with a commanding 1.1 outing. Sailing Star with owner Jeff Ecklund, brother Hans Melges, and Steve Inman, Harry exhibited speed to burn and seemed to be the guy to beat. At the end of the day, the surprise wasn't so much



ALL PHOTOS LATITUDE/ROB

lead over Shark, with the rest of the fleet significantly farther back.

Harry blinked first on Thursday, falling to 11th in the first race while Shark fired off a timely bullet. Joe Fly won the next race, while both leaders stumbled slightly — Harry to an 8th and Shark a 16th, which he threw out. At the end of the day, the Melges order was world

points, one point ahead of Harry. It was a tough day in the trenches, too, with one major T-boning (Twisted Mister was practically sunk by Abracadabra III at a leeward mark) and one dismasting (Martin Wedge's unnamed

British entry had its rig ripped out by Sabotage, which received redress).

Friday's showdown almost didn't occur, as the breeze once again faltered. As the clock ticked toward 2 p.m., after which no more starts could occur, it was

*Miles of Melgi — Getting a good start was the key to clear air on the first beat.*

soon clear that there wouldn't be two races. Getting in even one more race looked doubtful until a faint sea breeze filled in around 1:30 p.m. After two recalls — during which Harry and Shark circled each other while most other boats respectfully cleared out — the race was finally on.

Shark, with input from the 'Dickie/ Crusty Show' got the better start, rounding the top mark 5th to Melges' 14th. Shark chomped his way back to third by the finish line, with French sailor Phillippe Ligot's P&P Sailing Team getting the gun. Meanwhile, Melges was forced to take several flyers that didn't work out, ultimately relegating him to 21st, his throwout. In the end, Shark won the Worlds with nine points to spare. Brian Porter's Full Throttle — with Brun, Andy Burdick and Dave Navin crewing — was a distant third.



Left, fourth place went to tactician Morgan Larson and Luca Santella ('Joe Fly'). Right, Phillippe Ligot ('P&P Sailing') took fifth.

**S**hark's out-of-nowhere victory was, upon examination, anything but a fluke. The Pegasus program sailed about 60 days during 2003, training with coaches like Dave Ullman and Mark Reynolds in Hawaii, Santa Cruz and on the Bay (Shark is home-tutored, and splits his time between family homes here and in Honolulu). Another 30 days or so went into sail development (they settled on North working sails and an Ullman kite) and rig tuning, and they





**Best Melges 24 sailors in the world, from left — Richard Clarke, Shark Kahn, Mark Christensen (top), Brian Lee, and Brian Hutchinson.**

Babbi Egidio, ITA, 78; 7) USA 399, Dave Ullman, 80; 8) Black Seal, Jamie Lea, 95; 9) Unprotected, Robert Greenhalgh, 100; 10) UK 444, Ian Cleaver, Scotland, 109; 11) Blu Moon, Flavio Favini, ITA, 109; 12) Monsoon, Bruce Ayres, 109; 13) Home Slice, Seanon Wijsen, 109; 14) Tickler, Sheldon Ecklund, 120; 15) Windquest, John Bertrand, 123; 16) Gill, Stuart Rix, 128; 17) Barbarians, Rob Smith, 130; 18) Groupe Lucien, Olivier Ponthieu, FRA, 136; 19) Pegasus 24-3, Philippe Kahn, 139; 20) Ego, Don Jesberg, 146.

seem to have discovered some 'extra' gears. Add to all that Shark's natural ability, plus excellent tactics and boathandling from his professional crew, and *voila* — a world championship!

Congratulations to Shark and his gang for an incredible job, and to Audi and St. Francis YC for putting on a great regatta. The 2004 Melges Worlds will be held in Maarstrand, Sweden, next August. We'll boldly predict right now that there's absolutely no way a 14-year-old kid will win the next Melges Worlds — but a 15-year-old just might!

— latitude/rkm

**2003 Audi Melges 24 Worlds** — 1) **Pegasus 24-1**, Shark Kahn, 20 points; 2) **Star**, Harry Melges/Jeff Ecklund, 29; 3) **Full Throttle**, Brian Porter, 44; 4) **Joe Fly**, Luca Santella, ITA, 61; 5) **P&P Sailing Team**, Phillippe Ligot, FRA, 66; 6) **Ebrex Logistic**,

**Other NorCal boats** — 24) **Cavallino**, Hank Lammens/Zarko Draganic, 164; 28) **Sabotage**, Jeff Thorpe, 193; 31) **Grinder**, Jeff Littfin, 224; 32) **Surfeit**, Peter Vessella/David Wadbrook, 240; 35) **Smoke-show**, Scott Dale, 257; 36) **Minor Threat**, Peter Dalton, 258; 37) **Sofa King Fast**, Dennis Bassano/Bret Gripenstraw, 263; 40) **Team Moseley**, Rick Moseley, 283; 42) **Smokin'**, Kevin Clark, 320; 46) **Jolly Tar**, Bill Wright, 358; 48) **Go Dogs Go**, Pepe Parsons/Tim Hawkins, 375; 49) **Abracadabra III**, Dennis Surtees, 377; 51) **Light Brigade**, Warren Davidson, 385; 52) **Nikita**, Krak Arntson, 391; 54) **Sea Ya**, Patricio Sly, 406; 55) **Personal Puff**, Dan Hauseman, 411; 58) **Bones**, Robert Harf, 435; 60) **Carpe Cervisiam**, Dean Daniels, 439; 65) **Va Va Voom**, Nigel Donnelly, 472; 66) **Atomic Dog**, Team Atomic Dog, 478; 67) **Rocket Widget**, Darrel Lager, 486. (68 boats; 9 races; 1 throwout)

**Past Melges 24 Worlds winners** — 2002 (Harry Melges, Travemunde, GER, 80 boats); 2001 (Flavio Favini, Key West, 78 boats); 2000 (Giorgio Zucoli, La Rochelle, FRA, 127 boats); 1999 (Vince Brun, Long Beach, 65 boats); 1998 (Vince Brun, Torquay, UK, 96 boats).

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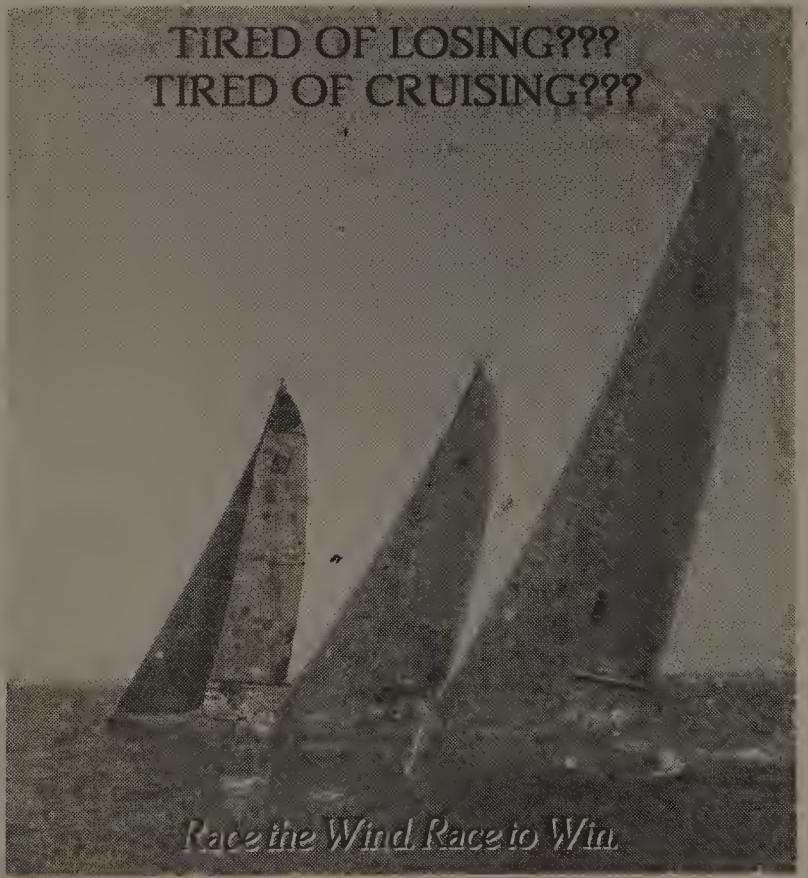
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Performance Racing Level II	Rules, tactics, strategy, sail changing, advanced maneuvers, spinnaker tuning, match racing, tides/currents, weather	Session I: Sat-Sun, 9am-4pm 11/8-9, 11/15-16  Session II: Sat-Sun, 9am-4pm 11/22-23, 11/29-30
Racing Navigation/First Aid	Learn the latest techniques in navigation with <b>Mark Rudiger</b> , plus a First Aid/CPR course	Sat-Sun, 9am-4pm 12/6-7
Onboard Coaching	Tailored to meet the skipper's needs, session for owner and crew onboard skipper's boat, with an option for video analysis from coach boat	Schedule at least four weeks in advance. Cancellation fees apply one week prior to scheduled date.

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# SAVING WINSOME

**W**insome, an Acapulco 40 cutter, was one of 18 boats that went ashore in Puerto Escondido when Hurricane Marty hit on Monday, September 22. She ended up about four miles south of the harbor, higher and drier — and by far the biggest challenge to refloating — than anyone else.

Immediately following the hurricane, 30 or more cruisers formed themselves into an ad hoc boat recovery team and started getting boats back into the water. In the first three days, they recovered *Toy Boat*, *Allie*, *Debutante*, *La Sirena*, *Distant Vision*, *Wild Flower* and *Mahayana* from their unplanned trips ashore, and helped in the raising of a sunken fishing boat from its spot next to the dinghy dock. With each success — and no failures — the team learned more and more 'tricks of the trade'.

Then came the biggest test: refloating *Winsome*. In addition to being the 'hardest aground', her rudder was badly damaged. Within hours of the storm's passing, a few items had been stolen from the boat before John and Victoria from *Chez Moi* began guarding her. Collateral damage included broken stanchions and lifelines, and numerous scratches on the hull. But the hull appeared to be sound.

*Winsome*'s owner and builder, Irwin Layne, arrived Thursday night and spent the night aboard the boat, despite the awkward sleeping accommodations of the boat lying on her port side.

Plans were made to try to refloat her Friday evening with the high tide. A backhoe arrived in the morning and dug a trench around her. With this, *Winsome* began to stand upright and rolled over onto her starboard side. Unfortunately, the beach shoaled out a ways and the backhoe could not cut a trench all the way to deep water. The team would have to try to pull her out backwards.

At 6 p.m., as the tide began rising, the team arrived on *The Cat's Meow*, a 52-foot custom converted fishing trawler with an 800-cubic-inch, 280-horsepower International Harvester marine engine spinning a 42-inch propeller. Three powerful dinghies from *Kindred Spirit*, *Springbok* and *Chez Moi* were also brought down to act as bow and stern 'tugs' for *The Cat's Meow* to keep her in perfect alignment as the towline was hooked up, and also to bring the towline ashore.

*Cat's Meow* captain Martin Hardy steered from his top deck with Dario from *Ballena* beside him directing the dinghy tugs. Katya of *Kindred Spirit* sat at the main steering station and relayed water depths to Martin via radio. *Champagne's*

Larry, Tim of *Casual Water* and Richard from *Mahayana* manned the fantail, handling lines. Robin Hardy coordinated the fantail action, and Erin from *Ballena*, Stephanie from *Summer Wind* and Carolyn of *Que Tal* were available to do anything else that was needed.

Also on hand were Elvin and Connie in their *panga SeaLover*, with Dave of *Que Tal* aboard to handle lines. Johnny Johnson of *Topaz*, a 15-time off-road Baja 1000 winner turned cruiser, brought his 4x4 to the beach to try to help push. Dee, from the nearby settlement at Juncalito, was with him to handle radio duties while he drove. All in all, cruisers from 12 boats were on hand to help in the operation, plus Dee and a group of helpful locals.

**T**he *Cat's Meow*, which had already helped save most of the other beached boats, circled into place offshore. Patrick and Diane of *Springbok* had brought the tow line out, and now handed it to Larry on *Cat's* stern. A group of Mexicans on the shore, led by Adrian, the Assistant Port Captain for Loreto, were in place to pull on the staysail halyard to heel *Winsome* over while *The Cat's Meow* tugged. When everything was in place, the steady dinghies pulled away and Martin put *Cat's* big engine in gear and took up the slack. Everyone waited with bated breath.

Slowly, Martin powered up and smoke began billowing out of her stack. POW! THUNK! *Cat* surged forward as the towline — 400 feet of week-old 1" gold megabraid with a breaking strength of over 33,000 pounds (and which had successfully pulled most of the other beached boats back in) — parted and recoiled smack into *Cat's* dinghy hanging on the stern davits. Although the outboard was damaged, the dinghy absorbed most of the shock and probably saved the fantail crew from serious injury. The dinghy was quickly lowered and tethered in



a safer position.

The fantail crew hurriedly pulled the towline in as Martin circled around for another try. Now that he knew the line's breaking point, he would try not to pull so hard. *Springbok* moved in to retrieve the *Winsome* end of the towline, Dario directed the dinghy thruster-tugs to hold *Cat* in position, Katya relayed depths to Martin, and Dave aboard the *panga* tied the line back together with two bowlines.

When everything was in place, the dinghies again moved a safe distance away, and this time the fantail crew scurried inside *The Cat's Meow*. Adrian and his crew pulled on the staysail halyard. Again, the roar of *Cat's* diesel filled the air as Martin took out the slack then revved her up and began to pull.

No movement. Martin nudged the throttles a little higher. No movement. Another nudge. BAM! The line parted in the loop of the bowline where it had been tied together. The whole crew groaned. This was going to be a lot harder than anticipated. They gathered to rethink the strategy.

**I**t was clear that *Winsome* would have to be heeled over farther for the next attempt. Her mainsail halyard had been removed for the hurricane season, but she had mast steps. Mike from *Kindred*



Above, 'Winsome' ashore, but not for long. Note the pile of sand dug by the backhoe. Left, getting ready for a pull.

Spirit, who has to be half monkey, climbed the mast and strung a line through the masthead sheave. To get a sufficient length, another line had to be tied to it. Then an anchor was kedged out as far as possible off *Winsome*'s starboard side. When Irwin tried to tighten the line using the halyard winch, however, the line just stretched until the knot was at the masthead.

Okay, Plan C: Mike would dinghy in as close to *Winsome* as he could, then hang on the kedge line as another attempt was made. At this point, Adrian and his crew left. It was now dusk and they had to find their way along the very rough track back to the road.

Erin from *Ballena* and Carolyn from *Que Tal* were ferried ashore in a dinghy to coordinate communications between *The Cat's Meow* and *Winsome*, and to try to push or otherwise do what they could to help get her off.

With Erin relaying information, *Cat* moved into place for a third attempt, the thrusters sped from their stand off positions when Dario yelled for them, and Katya's voice came over the radio saying, "Martin, the depthsounder says 4 and a half." We all knew that *Cat* drew 6 feet, and wondered how much of an offset the depthsounder had. If she went aground, there wasn't another boat pow-

erful enough to pull her off. "Okay," came Katya's voice. "It says 8 now." Whew!

Since one of the bowlines had parted, John from *Chez Moi* suggested using a rolling hitch to tie the tow line back together. That done, *Cat* took up the strain. Mike pulled on the masthead line, the shore crew of Johnny and Carolyn pushed on the bowsprit, and Erin relayed the progress to Martin.

"We're feeling a little wiggle . . . maybe moving a few millimeters . . . no more movement . . . try a little more power . . . it's wiggling again . . ." Then another big BANG! and the line parted again. This time, though, the crew was optimistic — *Winsome* was standing up straighter and was moving slightly with the motion of the water, plus the tide was still coming in. (High tide was forecast at 11:01 p.m.) The rolling hitch had held, so the new broken ends of line were put back together with another one.

It was now about 8 p.m. The team decided to wait for a little more tide to come in. The tidal range was only about 2 feet from low to high, but every inch would help. In the meantime, *SeaLover* made a quick run back to Puerto Escondido for what was hoped would be a stronger tow line, and a radio call was made back to the anchorage to ascertain how much more the tide would rise. As darkness and mosquitoes descended, dinghies returned to *The Cat's Meow* for a quick plate of food, then ferried plates to the shore crew along with flashlights. As the *panga* returned and radio calls

were completed, there was good news and bad news: the bad news was that the other towline was too short; the good news — the tide would rise another half foot.

While waiting for the tide, the team tried putting on slow tension with the *panga* in the center of the tow line, pulling out to one side. While the shore crew could feel *Winsome* moving backward a fraction of an inch at a time, no major progress was made. Then Johnny put a line from *Winsome*'s bow to the trailer hitch on his 4X4 to pull the yacht's bow around so she'd have a straighter run back into the water. Along with the *panga*'s steady tension, and Mike hanging onto the mast line, *Winsome*'s movement could now be measured in inches instead of fractions. *Aha!* They were onto something. The next try would use *The Cat's Meow* plus Johnny's 4x4. The team also decided that *Winsome* needed to heel over more than what Mike could do, so the *panga* was called in to cleat off the line to its stern and use its larger engine to provide pull.

Irwin, who had watched the backhoe dig the trench, became concerned that *The Cat's Meow* was trying to pull *Winsome* over a shallow area that the backhoe had not been able to reach. At first, the shore crew tried to direct *Cat* by saying, "Head more north" or "Head more south." Martin would try to jockey into position, and Dario could be heard yelling directions to the dinghy thrusters, trying to be heard above the roar of the boats' combined engines. Frustration grew as the line up was never right and the shore crew had difficulty explaining what was needed. Finally, the shore crew hit on the idea of using the binnacle compass on *Winsome*. When Martin matched the called-for course, instantly everyone was working together again.

Well, almost. Turns out *Cat* had anchored in what they thought was the correct spot for the pull — only to find that it was about 10 degrees south of optimum. It was almost high tide, so an emergency re-anchor drill ensued, as the fantail crew cast off the towline to *Springbok*, and *Cat* reanchored. With the towline reattached and the big boat in position, they were ready for try number four. *The Cat's Meow* directed her monstrous spotlight on *Winsome* and Erin directed the action.

"Start pulling, Elvin . . . okay, Johnny, now you pull . . . *Cat's Meow*, a little pull . . . Elvin, keep rocking it . . . Johnny, forward and back, not too hard . . . she's moving a little . . . keep pulling . . . keep pulling . . . she's moving . . . BAM!"

# SAVING WINSOME

Optimism was barely dimmed. Johnny's 4x4 seemed to break the suction around the hull and this time she had moved a few feet before the towline parted. Spirits were much higher as Johnny repositioned his 4x4 a little further up the bank for the next try, and everyone sprang into action to rig the now ragged and knotted towline for the next try.

**O**n the next pull, *Winsome* moved about 4 feet, started to pick up steam, and then stopped sharply with a shudder. At Erin's yell, *The Cat's Meow* and *SeaLover* went into neutral instantly, while the shore crew assessed what had happened. Because of the bottom contour, she was now hard aground again, more on her side, and off to the south side of the trench that had been dug. Patrick and Diane of *Springbok*, who were manning the dinghy that was ferrying the tow line between *The Cat's Meow* and *Winsome*, had a portable depthfinder aboard and sounded the entire area between *Winsome* and deep water so that the team could figure out the best way to try the next pull.

Now, as the tide peaked, morale be-

Most cruisers will probably never have to deal with refloating a boat driven as hard aground as *Winsome*. But you never know when the lessons we learned might come in handy.

\* Get the longest, strongest tow line possible. The weight of the boat plus the suction and friction of the bottom put a huge load on it. Our towline had a breaking strength of over 33,000 pounds and yet kept breaking. It's 400-foot length was just long enough to reach *The Cat's Meow* without putting her in dangerously shallow water.

\* If the towline breaks, tie it together with rolling hitches, not bowlines.

\* A very powerful power boat is key. Without *The Cat's Meow*'s pulling power, all the other efforts would have been for naught.

\* We had three dinghies and a *panga* available to help out. We could have used more small craft, particularly as thrusters to line up *The Cat's Meow*. As the tide and a light breeze came up, Martin had a hard time keeping her in position.

\* We needed more handheld VHF's. Every boat needs to have one, plus every station on the tow boat, and every sta-

PHOTOS BY CONNIE ON *SUNLOVER*, VICTORIA ON *CHEZ MOI*  
AND STEPHANIE ON *SUMMER WIND*

gan to ebb. This was a lot harder than anyone had dreamed. Could they get her off tonight? The team decided that *Winsome* was enough to the south side of the trench that they might be able to hook the towline to her bow, swing her around and pull her out bow first. Irwin quickly moved the bridle as Martin repositioned *Cat* with help from the personal 'tugdinghies'. Since the line hadn't parted, we were shortly ready for the next attempt.

Cheers erupted as the turnaround worked, but *Winsome* was no further out to sea when the line parted again. However, with the bow first, less damage was likely to be done to her as she was dragged over the shoal. With her full keel and cutaway forefoot, she would also be more likely to slide over the shoal instead of cutting into it with the rudder stock.

**I**t was now almost midnight, and the tide was beginning to drop. There was time for one more try if everyone worked fast. All stops were pulled out to get her to heel over as far as possible and the

radio was filled with ideas. The *panga*, *SeaLover*, had not been able to get a solid 90-degree pull on the masthead line by going to the west. Further, the deep part of the trench was now on *Winsome*'s port side. So she'd be heeled to starboard for the final try, which would put the *panga* on her east side with more room to work, and would hopefully let the keel slide more easily through the trench.

The shore crew climbed aboard *Winsome*. Johnny, his 4x4 no longer needed, wung out the boom and shimmied out to the end of it, clinging to the topping lift with his feet braced on the preventer line. Carolyn, from *Que Tal*, crawled out and laid atop the boom next to him, clinging to the boom for dear life. *SeaLover* repositioned and pulled the mast line.

*Cat's* spotlight came back on and Erin called the action from the deck of *Winsome*. *Panga*, start pulling . . . the gunwale is going under . . . the water is almost to the portholes . . .

The spotlight showed *Winsome* almost on her side, with the boom tip under water, Johnny up to his chest and Carolyn sliding down the boom headfirst

tion on the shore crew. We should have asked people in the anchorage who weren't involved in the action to loan theirs, and we should all have taken spare batteries along.

\* The more flashlights, the better. Again, we should have borrowed more, although when we started, no one ever thought we would still be there after dark! As night fell, with no moon, we needed lights everywhere!

\* We had learned earlier in the week that things seemed to take longer than expected, and many people came with large dishes or drinks to share. As the rescue extended into the night, the extra food was quickly consumed.

\* Having one person relaying information from the shore crew and between all boats and the shore crew was critical. The improved communications really got everyone pulling together. We could have done a better job of repeating orders back to confirm that all messages were understood.

\* We may have started too early for the state of the tide. However, by starting shortly after low tide, we had time to assess the situation and try a number of

## LESSONS LEARNED

different things.

\* The 4x4 on shore was key for breaking the suction. We were lucky that *Winsome* was lying in such a way as to make it possible for Johnny to help pull her—and really lucky to have an experienced off-road driver at the wheel.

\* Heeling *Winsome* 'enough' was the toughest part of the procedure. Transferring our pull line to the masthead instead of the staysail halyard, using the *panga*, getting a 90-degree line of pull and the people on the boom were all important. We couldn't heel her over far enough until we did all of those things.

\* Getting *Winsome* turned around so she was bow-out was another critical step. This made it much, much easier for her to slide over the sand and reduced the strain on the towline.

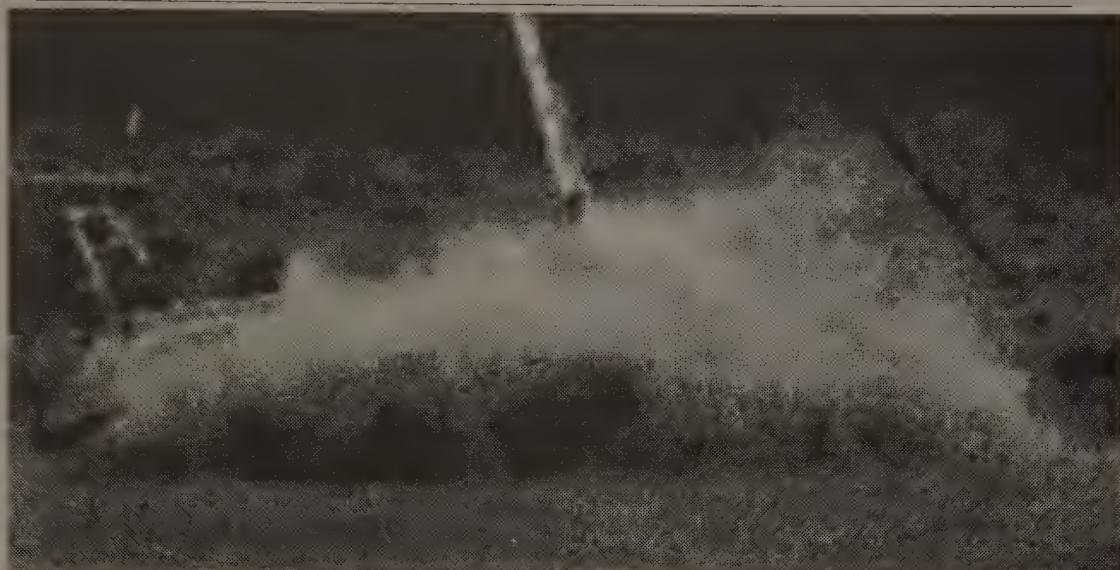
\* The verdict is out as to whether the backhoe helped or not. With the trench, *Winsome* was partially in the water and did float in her own little 'pond' as the tide rose. However, her keel caught on the edge of that pond as we tried to tow her backwards. Overall, however, the backhoe's work probably allowed us to get her turned bow-out.

but still holding on. "Okay, *Cat's Meow*, start pulling!"

A sound like a car skidding on a gravel road could be heard over the distant throb of *Cat's* engine. "She's moving . . . she's really moving! . . . we're going!" *Winsome* slid over the gravel and sand, picking up speed. She was free!

Just as the cheering started, Dave's voice could be heard from *SeaLover*: "Stop! Stop! Stop!" The *Cat* was already in neutral, but the damage was done. The elasticity of the towline had caused *Winsome* to shoot forward as she came off the sand bar. As the mast popped vertical, it jerked the *panga* backwards and swamped it. Before Elvin could cut the line, Dave managed to uncleat it, but the damage was done — *SeaLover* was almost underwater.

The tugginghies rushed over to the *panga* and held her steady while the bailing began. Once stable, they left to help *Winsome* again, only to hear *mayday* over the radio as a slight shift in weight caused water to begin flooding the *panga* again. With *SeaLover* almost totally underwater, but her motor still running,



*Though not part of this story, this dramatic photo shows 'Mirador' ashore at Puerto Refugio and getting pounded by waves during Hurricane Marty. Miraculously, after the eye passed, the wind swung 180 degrees and blew 'Mirador' off the beach, little the worse for wear.*

Elvin pointed her toward the hole left by *Winsome* and ran her onto the beach. Johnny's 4x4 came to the rescue again, pulling *SeaLover* out of the water so she could be bailed out completely.

It was now after 1 a.m. on a totally moonless night. The wise decision was

made not to tow *Winsome* back to the harbor until daylight, especially with no rudder. Irwin put down *Winsome's* anchor and turned her anchor light on, then checked again for leaks. None. Good news for all the crew!

**O**nce the *panga* was bailed out, the dinghies towed it back to *The Cat's Meow* so that the engine could be washed out with fresh water. After seeing them off, Johnny and Dee began their drive home. The next radio transmission left everyone astounded as Dee said: "Don't leave yet. We're not sure we can get off the beach. We might have to leave the truck and get a ride back on the boat."

Turns out the backhoe had apparently gotten stuck getting from the beach to the road, and had dug its way along the road, leaving a series of square holes right down the center! Johnny scouted the area with a flashlight and reported they were going to try offroad — through the mangroves! Johnny told Dee to hold on tight. Then he hit the gas, and somehow found his way through as mangroves kept whacking his face through the window he'd forgotten to close. The final report confirmed everyone's faith that Johnny hadn't lost his touch: "We've reached the highway and are on our way to the harbor."

**B**Y the time *The Cat's Meow* and her tired crew finally anchored back in Puerto Escondido, it was after 3:30 a.m. — the rescue had taken almost as long as the hurricane!

Early Saturday morning, after only a few hours' sleep, the crews of *Ballena* and *Springbok* dinghied back down to *Winsome* and brought her 'home' to Puerto Escondido's inner harbor. Welcome back!

— carolyn shearlock, que tal

\* We should have had a knife unsheathed and ready at every station that had a line under tension. This would have saved the *panga*.

\* Using compass courses to direct where to pull worked much better than using landmarks on shore or instructions like "A little more north."

\* *Springbok's* portable depth sounder made a big difference in helping us figure out the scope of the problem. We thought we only had a small hump to get *Winsome* over, when we actually had to drag her over about 80 feet of shoal before deep water. This information caused us to change strategy. Obviously, we should have done this in the afternoon before the first attempt.

\* The people on the boom, in particular, should have had PFD's on in case they slipped — or were flung off — as *Winsome* straightened up. Actually, everyone in the small boats should have had PFDs on or at least at hand.

\* Thankfully, *Winsome* had bug spray for the shore crowd. The mosquitoes were vicious after the rain that accompanied the hurricane.

\* It turned out to be important to

know not just when the high tide was, but how high it was at various times. *Summer Wind* had a computer program with tide graphs and Bill's relaying of this information was very helpful (he had been listening on the rescue's working channel and knew we needed it).

\* We should have reduced the weight of *Winsome* as much as we could before trying to refloat her: emptying water and fuel tanks, removing the anchors and chains, removing the dinghy lashed to the deck, possibly taking part of her batteries out, and so forth. It would have raised her waterline slightly, but more importantly, it would have reduced the strain on the towline.

\* Our quick success with the other grounded boats made the team anxious to pull *Winsome* off. We probably would have been better off to spend another day prepping her and assessing the situation before calling in the backhoe. Once the trench was dug, we had to act on the next high tide as the rising water quickly started filling in the trench.

\* Sheer determination makes a large part in ultimate success. We were not going to give up!

# 2003 STAR NORTH AMERICANS

The grand finale of St. Francis YC's epic 'Summer of (Sailing) Love' occurred on October 18-21, with 40 boats competing in the 2003 Keane Star North American Championship. A silver star event, the NAs rank behind only gold star events (Worlds, Olympics) in stature and this regatta was particularly important as the talent-heavy U.S. Star class sorts itself out with just five months until the Olympic Trials.

Native son Paul Cayard, sailing with newlywed Phil Trinter of Lorain, OH, prevailed in the six-race, one-throwout series — but it wasn't easy. Sailing a chartered Folli-built boat (slightly older than his own Folli, which is in Florida), Cayard put together a steady 1,(6),4,1,4,2 to claim the NAs by a deceptively wide 8-point margin over the #1-ranked Star sailors in the world, Sweden's Freddy Loof and crew Anders Ekstrom. Finishing a close third was local Protector dealer Howie Shiebler, who sailed with three-time collegiate All-American Will

Stout (Navy, '98). Another local hero, John Kostecki, pulled an unexpected no-show.

Cayard began the series with a bang, getting the gun in a moderate air (12-16 knots) Berkeley Circle race that started at 2:45 p.m. on Saturday afternoon. Shiebler took race two on Sunday, a lighter-air contest held off the City-front. According to Cayard, it was a "head outside the boat race," a shifty, wide-open race course. After the first two days of racing, Shiebler — the #4-ranked Star sailor on the US Sailing Team — led the regatta with a 2,1 record.

On Monday, Cayard and Trinter reminded the fleet why they are ranked #1 on the US Sailing Team. For the

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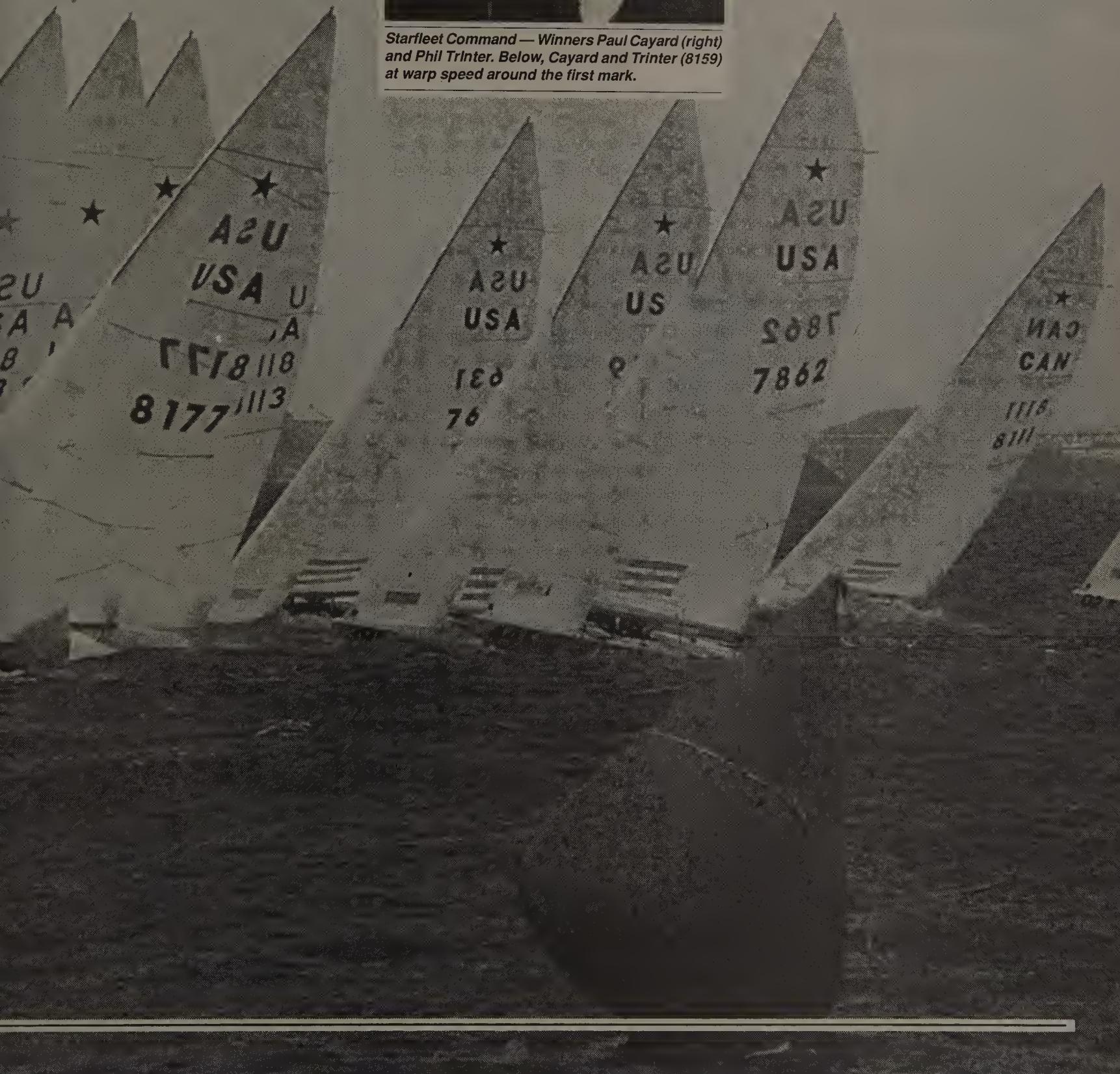
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## — KEANE COMPETITION



Starfleet Command — Winners Paul Cayard (right) and Phil Trinter. Below, Cayard and Trinter (8159) at warp speed around the first mark.



# 2003 STAR NORTH AMERICANS

third day in a row, the regatta was postponed until the wind filled in — but by now, the Race Committee, eager to get in all six scheduled races, had permanently abandoned the Circle in favor of the closer Cityfront race track. Past Star World champions, Eric Doyle ('99) and Cayard ('88)/Trinter ('93), took the bullets in pleasant 14-knot conditions. Cayard carried the day with a 4.1 tally to open up a five-point lead over Loof — hardly enough to rest upon.

For the two final races on Tuesday, the Bay returned to form — cold and foggy with wind in the 20-knot range, compounded by big currents. Both races revolved around decisive moves on the first run. In the first race, Shiebler jibed out into the middle of the Bay, got the last of the flood, and went on to win the race while Cayard ended up fourth. That tied things up, setting up a tense, winner-take-all showdown between Cayard and Shiebler, with the affable Loof lurking



Left, Sweden's Freddy Loof (left) and Anders Ekstrom were second. Above, Howie Shiebler (left) and Will Stout were a close third.

shore instead.

It proved a game-winning move for Cayard, who picked up several hundred yards and went on to take second to Seattle sailor Carl Buchan, who won the Star Worlds on the Bay in '92. Buchan took daily honors with a 2, 1' outing, finding his mojo too late in the regatta to be a factor. With Loof DSQed for kinetics in the last race and Shiebler taking a 15, the final point spread wasn't really indicative of the close racing.

This was the second NA win for Cayard, who won previously in Marblehead in '94, as well as the second for Trinter ('92).

Two-time Olympic gold medalist ('92, '00) and World Champion ('95, '00) Mark Reynolds and Magnus Liljedahl — who oddly aren't on the US Sailing Team, but are the top-ranked Americans on the ISAF list at #6 — finished

fourth, with Eric Doyle and Rodrigo Meireles taking the fifth and last spot on the podium.

Earlier this year, Cayard and Trinter were the top Americans at the Pre-Olympics (2nd) and the Worlds in Cadiz (8th), and this NA victory over a talented field

seemingly reinforces their case to go to the Athens Olympic next August. An Olympic medal is one of the few honors eluding Cayard in his long and distinguished sailing career, and he is now tantalizingly close to realizing that goal.

"But it still all comes down to the Trials in Miami this March," he claimed. "All these other regattas don't matter at all if you don't win the Trials — and anything can still happen."

— latitude/rkm

1) Paul Cayard/Phil Trinter, San Francisco, 12 points; 2) Frederik Loof/Anders Ekstrom, Sweden, 20; 3) Howie Shiebler/Will Stout, San Francisco, 21; 4) Mark Reynolds/Magnus Liljedahl, San Diego, 28; 5) Eric Doyle/Rodrigo Meireles, San Diego, 30; 6) Flavio Marazzi/Enrico De Maria, Switzerland, 30; 7) Terry Hutchinson/Andrew Scott, Annapolis, 31; 8) George Szabo/Mark Strube, 34; 9) John MacCausland/Bard Nichol, Medford, NJ, 45; 10) Doug Schofield/Robert Schofield (\*), Sagamore Beach, MA, 46; 11) Carl Buchan/Hugo Schreiner, Seattle, 47; 12) John Virtue/Austin Sperry, Newport Beach, 63; 13) Iain Murray/Andrew Palfrey, Australia, 64; 14) Rick Merriman/Bill Bennett, San Diego, 67; 15) Peter Vessella/Brian Fatih, San Francisco, 69; 16) Ross MacDonald/Kai Bjorn, Vancouver, Canada, 70; 17) Bill Allen/Brad Lichten (\*), Highwood, IL, 77; 18) Foss Miller/Greg Newhall, Seattle, 83; 19) Doug Smith/Jon Rogers, San Francisco, 84; 20) Jim Buckingham/Rick Peters, Newport Beach, 84. (40 boats; 6 races; 1 throwout; full results — [www.stfyc.com](http://www.stfyc.com))

\* = top family team; \*\* = top Master



Gravity storm — Four noodly Star rigs fell during the NAs. All photos Latitude/rob & jr.

ing in the wings just two points back. In the last race, Shiebler rounded the top mark just ahead of Cayard, but then jibed out to the middle again. Cayard, cool under pressure, elected to hug the

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# LAZY, HAZY BACKWATERS

Just because I love ocean sailing doesn't mean that I don't enjoy 'smooth' water as well. I've been down the Mississippi river three times and have 'crawled the ditch' between Norfolk and Miami along the east coast of the USA twice. However, the most exotic inland waterways I've ever wandered down have been the 'backwaters' of rural India.

First off, they are heavily used. It is unusual if you round a bend and don't see another vessel — or another 50 ves-

*Two guys simply row their canoe out to a sandbar, dive over the side with large kitchen woks, scoop it full of sand, swim it back to the surface and dump it into their vessel.*

sels. In addition, their shores are completely lined with residences... often just palm-fronded lean-tos with whole families living under them.

There are over a billion people in India — give or take the population of the United States. Most people in Asia haven't been 'counted' by their governments — and have no passport or birth certificate to prove their existence. This makes 'population control' in places like India a contradiction in terms. Suffice it to say there are *plenty* of people lounging around wherever you go in India — even in the most remote rural backwaters.

Every square inch of the shore is heavily utilized: for rubber-tapping, lime-making, coir (coconut) rope-making, spice-growing, general agriculture, fishing or sand dredging.

Sand dredging is a major industry here in the Kerala ('Land of the Coconuts') district of southern India.

Construction concrete requires huge amounts of sand, and sharp river sand is the best because it packs tighter (and thus makes the concrete stronger) than round ocean sand. So there is a ready, steady market for dredged river sand, which the 'backwater' men of India are happy to supply.

They dredge sand totally by hand, without the use of any machines. Two guys simply row their canoe out to a sandbar, dive over the side with large kitchen woks, scoop it full of sand, swim it back to the surface and dump it into their vessel. They do this all day long — and earn mere pennies for their ceaseless efforts. Yes, they have to manually load it themselves, via shovels, into awaiting dump trucks at the end of the day!

These 'sand dredgers' are used for everything. If a major highway bridge is to be built, it starts with these guys excavating the river bed wok-by-wok full!

Fishing, for both fish and shellfish, is another popular profession. They fish in every conceivable manner imaginable here — and some which are not.

India is the only place I've ever been

where professional divers/fishermen capture fish daily with their bare hands only — in the very murky river water, while the fish are 'napping'!

Just as primitive are the coracle fishermen. They fish in tiny round boats — so small and light (reed & animal skin) that they can be carried on the head like a large hat!

These are mostly tribal sea gypsies who wander nomadically with the monsoon season — which is why such strange-but-very-light craft perfectly suit their rambling lifestyle, and have done so for the last 10,000 years or so.

Much of the fishing in India takes place with neither boat nor fishing line — but with giant counter-weighted nets suspended over the water along the shore.

The giant net is simply lowered into the water long enough for the current to



drag a good amount of fish over it — and hauled back out for emptying.

The mighty coconut is harvested everywhere — and not a single part of it is wasted. Even the husk of the coconut is

## THE LIGHTER SIDE

India, like many countries, is attempting to promote its cultural tourism. This should be easy. India is unique in many ways.

For instance, begging.

The beggars here are world-class. Our Stateside panhandlers, bag-citizens and deranged homeless simply can't compare. Indian beggars are very fast, very determined, very tenacious. Even the limbless are fleet-of-stump. And there are a lot of them.

My wife Carolyn purchased a bunch of bananas at a local market. While doing so, a woman approached and stuck her hand out. Carolyn gave her a banana. Suddenly, three more hands were thrust at Carolyn. By the time she was able to

give each another banana, a whole sea of hands were frantically waving in her face. So she did the only sensible thing: she tossed the bananas up in the air, and ran for it.

But the auto-rickshaw drivers are actually worse than the beggars. When one of these guys sees a Westerner, his sole thought is that he's been saved forever from a life of poverty.

Regardless of whether he understands you or knows where you want to go, he speeds off with you immediately. Stops include his uncle's rug shop, his aunt's bake shop, his sister's flower shop, and so on.

He keeps you in his tiny three-wheeled cab for as long as possible, driv-



is a major industry here as well. Basically you bake shells to make lime, which is used for construction, medicines and a wide variety of other uses.

Everything moves by river. There are no roads. It is very beautiful, very silent, very silvery, with the sun and the water constantly illuminating everything like an award-winning Asian movie.

We often had the feeling of a movie set — as if the backwaters were too gorgeous and other-worldly to be real.

*You have to pinch yourself occasionally in rural India just to make sure you're not dreaming!*

Giant cargo canoes, which are filled to within millimeters of their rails with large granite blocks, are slowly poled to market by dark turbaned men. Smaller canoes carry the green harvest. Women in brightly colored saris flit past. A heavily-laden rice barge, covered with thatch to protect its precious cargo, putt-putts by. An old man with white hair is fishing with a young kid, who happily hoists a small tattered sail in the faint dying breeze.

Yes, you have to pinch yourself occasionally in rural India, just to make sure you're not dreaming!

The moment the local people see you powering by, they drop their jaws in total amazement. They smile, wave and openly gawk. They don't get too many visitors. Sometimes the fishermen will row alongside: offering fish, crabs or shrimp.

used in rope making. There are numerous coir-rope factories, usually staffed by the wives of local fishermen, dotting the shore.

The rope-works is one of the few

places we saw machines being used — mostly spinning machines haphazardly constructed from discarded bicycle parts.

Along with the sand comes a lot of small sea shells, and thus lime-making

ILLUSTRATIONS BOB WILLIAMSON

ing aimlessly around, pitching you the wildest and most brazen of scams, and often stopping to consult other drivers on new and clever ways to rip you off.

I recently took a short ride in a taxi, and the driver didn't know much English. At our destination, he blurted out probably the only number he knew. "Fifty dollars," he said. I gave him 20 rupees, about 38 cents. He grinned widely — having ripped me off for double the legal fare.

The 'auto parts' store counterfieri, mostly knife-wielding Sikhs, are a highly creative group as well. When they sell something, they often attempt to keep the packaging — so when someone else comes in, they can stuff something vaguely similar in it and loudly claim the

item inside matches its packaging.

I brought in a spark plug, and the guy behind the counter immediately produced one which looked very similar. "Same-same," he said.

*She tossed the bananas up in the air and ran for it.*

"What about the number?" I asked.

"Yes, it has a number!"

"But is it the right number?" I persisted. "I mean, do you have a conversion book?"

"What's your number?" he asked. I told him. He grinned widely. "Good luck! Conversion okay! Same-same!"

"But this is for a boat!"

"Yes-yes," he confirmed. "This spark plug very good for boat!"

Pickpockets and con men abound. Every dinghy dock has one or two of the latter on duty, pretending to be a government official, a diesel repairman or an America's Cup sailmaker.

The bottom line is this: For the first few hours you're ashore in India, you are filled with compassion for all the misery around you. A short while later this compassion turns to rage, anger and hopelessness. Then a certain callousness creeps in.

I believe the worst thing India revealed to me was myself.

— cap'n fatty goodlander

# LAZY, HAZY BACKWATERS



Many of their canoes are built without any metal fastenings. They are instead constructed with planks 'stitched' together with coconut fibers, and carefully sealed with gummy rubber — very similar, actually, to the modern 'stitch-and-glue' epoxy boat building techniques used by many western multihull ship-

wrights today.

The kids are the best. Once they spot you, they won't give up until you wave back at them. They will laughingly run alongside you on the river bank, whooping and hollering and screaming with utter delight and keep at it until their legs give out but never their smiles.

The river is used for everything: It is at the very center of their traditional lives. They bathe in it, wash their clothes in it, make their living from it, travel on it, and die alongside it.

Perhaps the strangest thing about India is how inward-looking — how completely non-cosmopolitan, non-sophisticated it is. Everywhere else we've traveled in the world during the last three years of our current circumnavigation is well aware of the west and what it is going through. But not in rural India. New York, Paris and London don't exist for them. There is no television, and life without TV is not life as modern man knows it. These rural Indians don't even travel outside their small district. They live and love and die where they were born, as their many — 230 million, at last count — Hindu gods intended.

No, time travel is still impossible, but that's easy to forget if you visit the backwaters of India.

— cap'n fatty goodlander

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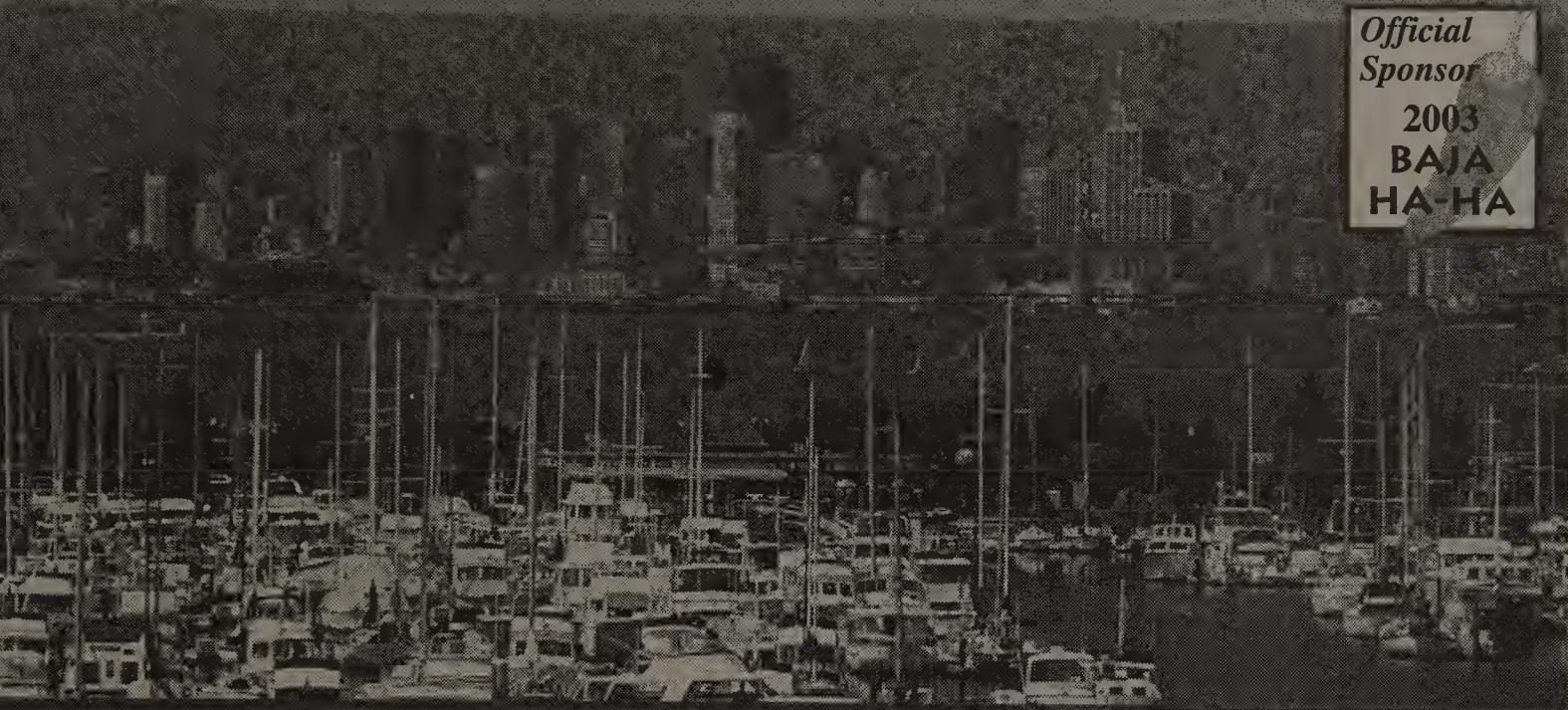
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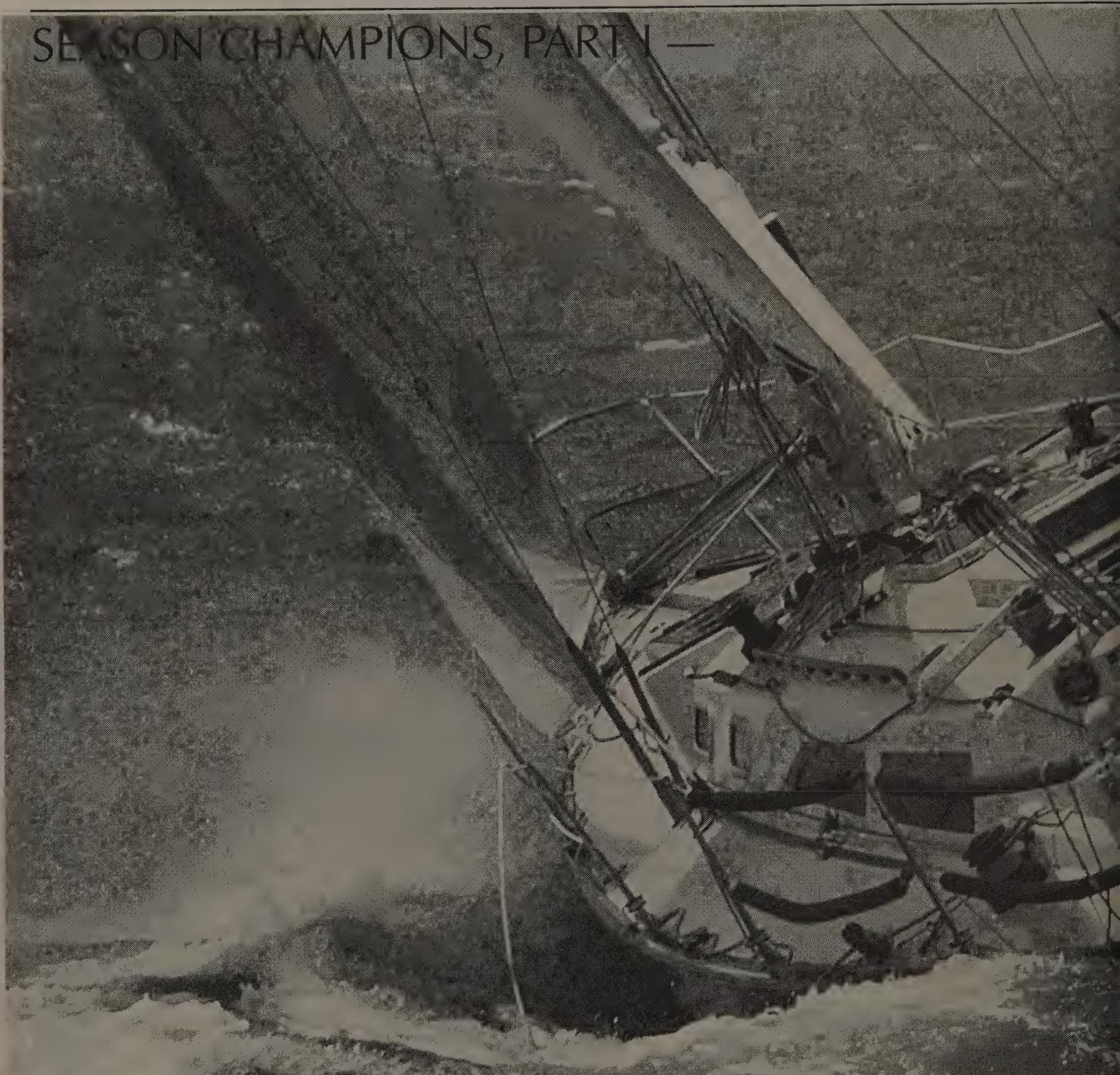
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# SEASON CHAMPIONS, PART I —



*"If you want to do well in this sport, be first at the start, stay out in front, and increase your lead."*

— Buddy Melges

Welcome back to our annual three-part salute to San Francisco Bay's summer sailing champions, wherein we honor those relatively few sailors who have figured out how to implement the simple, yet immortal, words above. This month, you'll meet the PHRF winners of both the Bay (Handicap Divisions Association) and the ocean (Ocean Yacht Racing Association) series, as well as the top Farr 40 and J/105 skippers. Next month, we'll profile the one design champs, and in January we'll wrap it up with woody and dinghy winners, as well as our totally subjective selections for *Latitude* yachties of the year.

Things are basically status quo with the PHRF crowd — HDA shrank to six divisions (from seven) this year, but actually went from 107 racers in 2002 to 111 this year. The num-

ber of qualifiers (boats that raced at least 50% of the races) went up a bit, too — 48 vs. 43 last year. The big news for next year is that the Vallejo Race will no longer be a season counter — which will allow for more meaningful class breaks for that race, and presumably a fairer start to the HDA season. Ed Durbin (*Ixxis*) has handed the gavel over to Gerry Brown (*Mintaka 4*), who will be the president of HDA in 2004.

OYRA is chugging along, too, showing 96 entries and 31 qualifiers, up nicely from 85 and 17 in 2002. The J/120 class, five strong, paid to join OYRA but never showed up, and the MORA numbers continue to plummet. To combat the attrition, next year's OYRA season will start later in hopefully gentler winds (late April vs. March), feature new classes with narrower PHRF bands (long overdue!), and maybe even offer alternative inside-the-Bay courses for little boats when it's howling in the Gulf of the Farallones. Incoming OYRA president Richard Calabrese (*Beat to Quarters*) is working on these changes, while

# HDA, OYRA, FARR 40 & J/105



*Lean green machine — Jim Coggan's Schumacher 40 'Auspice' heads out the Gate in May's blustery Spinnaker Cup. Photo by Latitude/rob.*

his predecessor, Roger Groh (Sundowner), has moved up to replace Pat Benedict (Advantage 3) as chairman of YRA.

Lots of Farr 40s are for sale now or have recently changed hands, and the Bay Area fleet seems to be at a crossroads — while the hardcore programs are ramping up for the Worlds on the Bay next September, others are trying to start a kinder, gentler 'B' league. The J/105s had another banner year, culminating in their North Americans on the Bay last August. The 105s have already set up two distinct series, the existing 'varsity' circuit and a new, lower-key YRA series to catch racers on the way up or down. See [www.farr40.org](http://www.farr40.org) and [www.sjf105.org](http://www.sjf105.org) for lots more information about either group.

Okay, enough introductions — let's raise the curtain on our first batch of 2003 winners! Congratulation to everyone, skippers and crew, whose names appears in these pages. To every-

one else, we suggest you memorize the Melges mantra — start first, stay out front, and increase your lead. Who knows, maybe we'll be profiling you next year!

— latitude/rkm

## HDA:

HDA-M — 1) **Star Ranger**, Ranger 26, Simon James, SSS; 2) **Silent Movee**, Islander 28, Patrick Fryer, SRYC; 3) **Crazy Jane**, Thunderbird, Doug Carroll, GGYC. (18 entered; 10 qualified)

**SPORTBOATS** — 1) **Hoot**, Olson 30, Andy Macfie, RYC; 2) **Run Wild**, Olson 30, Dale Scoggin, SSS; 3) **Family Hour**, Olson 30, The Bilafers, RYC. (10 entered; 4 qualified)

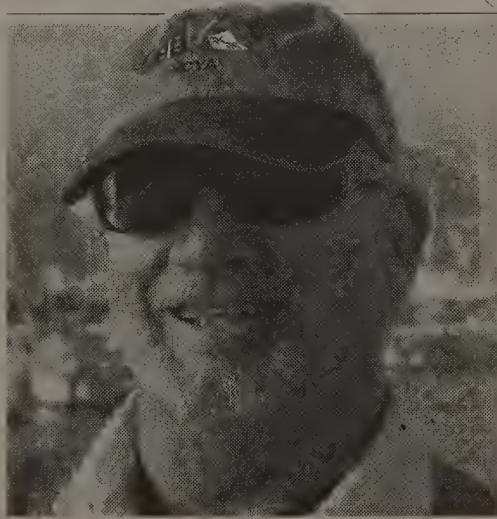
## OYRA:

PHRO-II — 1) **Fast Forward**, C&C 34, Mike Dungan, BYC; 2) **Remedy**, Beneteau 42s7, Ken Pimentel, SYC; 2) **Setanta**, Baltic 42, Gerard Sheridan, SBYC. (23 entered/5 qualified)

MORA-II — 1) **Slim**, J/30, Loren & Erika Mollner, SSS; 2) **Polecat**, WylieCat 30, Tim Danford, SSS. (7 entered; 2 qualified)

# SEASON CHAMPIONS, PART I —

## HDA-G Farr 38 mod. *Mintaka 4*



**Gerry Brown**  
**Berkeley YC**

Gerry Brown, a retired Palo Alto computer programmer, is one of the most persistent — and successful — sailors on the Bay. He's skippered 41 seasons (3 in MORA, 7 in SYRA, and 34 in YRA), racking up six Triton titles, eight Newport 30 titles, and four HDA championships. Many of his aging, but loyal, crew have been with him for years — Tom Ranweiler (22 years), Bruno Carnovale (21), Henry Melin (20), Joe 'Rocky' Rockmore (15), and Jon Hunter (15). The "new kid", 43-year-old Dave DiFalco, has been with the program for two years.

This was Brown's fourth year with *Mintaka 4*, and his first in HDA-G. Previously, Brown was in HDA-J, scoring a second in 2000 to *China Cloud*, first in 2001 (beating *Two Scoops* on the last day), and second to *Illusion* in 2002. *Mintaka* also was third in the '02 Pac Cup, taking 11 days to get over and 16 back.

"We had great speed this year after Vallejo," noted Brown, who added a Halsey-Lidgard 125% jib this year, had the keel refaired (it hit a reef in Kaneohe), and the topsides repainted. "My crew claims the highlight of our season was beating *Bodacious* boat-for-boat while I was at my daughter's wedding in New York. I was actually quite impressed, as they owe us 24 seconds a mile!"

An otherwise fine season was marred in the finale when *Mintaka*, on starboard, tapped *Sticky Fingers*. Both boats were DSQed — *Fingers* for tacking too close, and *Mintaka* for not avoiding a collision.

2) *Bodacious*, Farr One Ton, Clauser/Tosse, BYC; 3) *Petard*, Farr 36, K. Buck, CYC. (26/7 qual.)

## HDA-J Little Harbor 47 *Chimera*



**Grant Miller**  
**Encinal YC**

"Who says older sailboats are only good for cruising?" laughed Grant 'Santa' Miller, a jolly bearded man who owns and operates a high-end auto repair shop in Fremont. "Our boat is 40 years old, and last year's HDA-J winner, the Cal 40 *Illusion*, is 35 years old!"

*Chimera*, a classic 22-ton steel Ted Hood design built by Franz Maas in Holland, is a full-keel centerboard yawl which needs lots of breeze to win. "Unusually strong winds this summer, compounded with long reaching legs, allowed our weight and waterline to work to our advantage," explained Miller. "We struggle in lighter winds, and were often last at the weather mark."

The entire Miller clan — wife Barbara (spinnaker), 22-year-old son Christian (mast/grinder), and 12-year-old Hannah (who put a Laser emblem on 'her' sail, the mizzen) — crews for Grant, along with regulars Murk Vlietstra ("our mainstay and key to success"), his significant other Marjolijn van der Sluys, Liem Dao, Roger Rapp, Mike Joyce, Joe Mihalick, and OYRA-SHS winner Synthia Petroka. Sailmaker Robin Sodaro also served as tactician for several races, "raising the skill level of our crew several notches."

"We're a family boat, and our goal has been to improve our sailing skills while having some fun," said Miller, who is bemused that *Chimera*'s 132 PHRF rating is currently under assault. "Maybe our showing in the Yankee Cup will help preserve our rating?" he joked.

2) *Shenanigans*, C&C 36, M. Maloney, BYC; 3) *Harp*, Cat. 38, Mannix/Farabee, SSS. (21/11 qual.)

## HDA-K WylieCat 30 *Silkye*



**Seal (left)/Skinner**  
**Richmond YC**

Partners Steve Seal, an Alameda sparmaker/rigger, and John Skinner, a civil engineer from Pinole, won HDA-K for the first time this summer, finishing a comfortable nine points ahead of *Encore*. In '02, they sailed *Silkye*, their '96 WylieCat 30, to second overall in HDA-J. They've also competed in (and won) just about every major series (SSS, HDA, OYRA) and speciality race on the Bay.

Between them, Steve and John have nearly 90 years of racing experience. The duo switches off driving duties according to a predetermined schedule, with the daily helmsman also in charge of lunch. Rounding out the crew is a relative newcomer, Skinner's wife Rina, who has been sailing on the Bay for a mere 30 years! "It's better with just three people," stated John. "Besides, I'd rather spend my time sailing than on the phone, constantly trying to line up crew."

*Silkye* grew up in Newport Harbor before moving to the Bay Area, towing his Cal 20, in the '60s. Skinner, who learned to sail on Lake Merritt, got into Santana 22s. Both won national titles in those classes before moving up together to the unstayed, cat-rigged 30-footer. "It's a deceptively simple boat," claimed Steve. "It's lively and fun, and with our new Pineapple main, we're faster than ever!"

*Silkye* has been raced hard almost every weekend since it was new. "We're planning a lighter schedule next year," said John. "How many times a year do you really need to round the Lightship?"

2) *Encore*, Wylie 31, Andy Hall, EYC; 3) *Lelo Too*, Tartan 30, Emile Carles, OYC. (22 ent.; 7 qual.)

**HDA-SF 30s**  
**Tartan Ten**  
**Jeannette**



**Henry King**  
**Berkeley YC**

This is the sixth season for the active S.F. 30-Footers, and the first that Ed Durbin (*Ixxis*) hasn't won. Henry King, a materials manager at a South Bay high tech company, finally broke Ed's streak, winning by five points over runner-up *Tortuga*. "Individually, we are just so-so sailors," said Henry. "But as a team, we do all right. We are essentially a product of the Berkeley YC racing community, nurtured by the likes of Paul Kamen, Brent Draney, Lief Wadleigh and the incomparable Aaron Lee and Nick Mason."

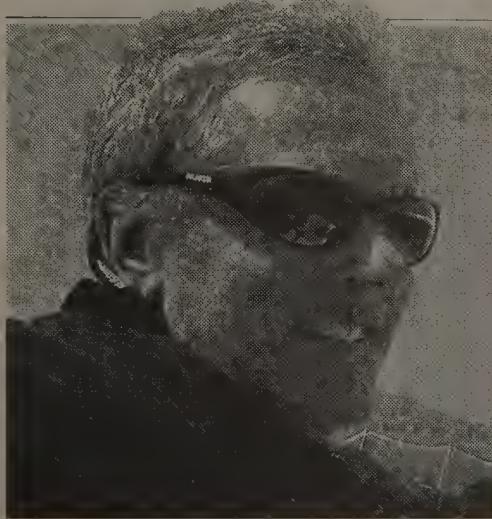
According to King, the key to their success is, unlike many boats, always sailing with a full crew. "A wedding (one's own) or the Cal-Stanford Big Game are the only excuses for missing a race!" said King, who does main and tactics while Mark Witty ("the hammer and glue") drives. Pulling the strings are Richard Reitmeyer, Ian O'Leary, Vivian Fagrell, Eric Snow, Jeff Harte and Ingrid Liebald.

King cut his teeth in El Toros on Lake Merritt, and has sailed off and on out of Berkeley since the '70s. He owned several "unnotable" boats before picking up his "derelict" Tartan Ten (ex-*Fire Drill*, with that name still on the transom in Chinese characters) for "next to nothing" about six years ago. He promptly renamed the red boat after his wife: "Besides the obvious affection, it's good politics. Trust me!"

King continues to optimize *Jeannette* with duct tape and two by fours, and is already looking forward to next season.

2) *Tortuga*, Santana 30/30, S. Hutchinson, SSS;  
 3) *Ixxis*, Olson 911-S, Ed Durbin, RYC. (15/9 qual.)

**PHRO-I**  
**SC 52**  
**City Lights**



**Tom Sanborn**  
**St. Francis YC**

"Our racing resume is actually pretty limited," admitted Tom Sanborn, a architect from Oakland. "After christening the boat in Santa Cruz in 1996, we cruised around Mexico for a few years. In the spring of '98, we decided to take on the Pac Cup. The process of transforming the boat from a cruiser to race mode was a slow, reluctant march into enemy territory!"

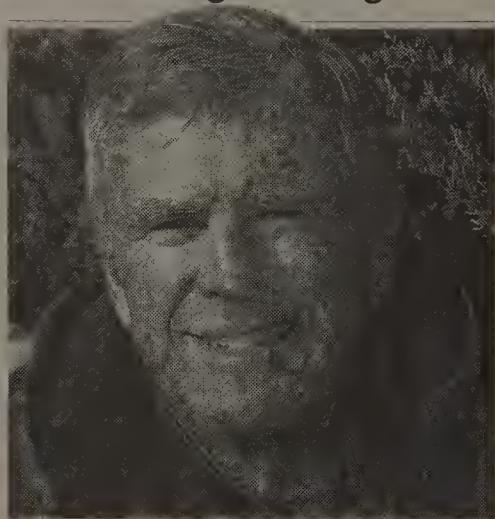
Despite sailing with an all-pro team and being reasonably well-prepared, *City Lights* finished DFL. "I suspected that a daily rum ration might have helped," said Tom. "For the '02 Pac Cup, we went with family and friends. We had no expectations other than finishing the race with *mai-tais* in hand. We managed to win our class — clearly the rum was helping."

The core group from the '02 Pac Cup came back for the OYRA season, including Nick Mason, Dave Lewis, Dave Sallops, Jack Bieda, Steve Crawford and Steve Carroll. Rounding out this jovial bunch were Bob Jehle, Dave Parker and Billy Colombo. "We started off slowly, but we had our own strategy," explained Tom. "We knew the crews of the other boats actually had lives. All we had to do was show up for every race, and we were bound to move up in the standings! Then, of course, there was the rum."

The PHRO-I title was decided in the last race (Drake's Bay, aka 'The Dark and Stormy Death March'), with *City Lights* ultimately triumphing by just one point over *Auspice* and *Summer Moon*.

2) *Auspice*, Sch. 40, J. Coggan, SFYC; 3) *Summer Moon*, Syn. 1000, DeVries/Pohl, EYC. (33/13)

**MORA-I**  
**Antrim 27**  
**Always Friday**



**John Liebenberg**  
**Richmond YC**

The top 'little boat' in OYRA this year was *Always Friday*, John Liebenberg's busy Antrim 27. John has been a fixture in MORA for years, previously campaigning his Express 27 *Friday*, which is still winning races under a new name, *Swamp Donkey*. John, retired after a 37-year career as an engineer at Livermore's Sandia Labs, also won the Antrim 27 one design class for the second year in a row.

"The turnout in MORA was disappointing," John readily admits. "In some ways, so was the sailing this year. Out of eleven races, we had an unheard of four DNFs — in three races (Spring Lightship, Southern Star, Drake's Bay return), there wasn't enough wind, and the Duxbury-Lightship race was just too windy and bumpy to continue. Our most enjoyable race, however, was the Farallones — we broke the 20-knot barrier for the first time on the way in, seeing a high speed of 21.3 knots!"

*Always Friday*'s core crew in both the ocean and Bay series consisted of Rudy Salazar, Andy Biddle, Spencer Kunher, Steve Lefczik, and designer Jim Antrim. John's wife Ellen and 12-year-old son David, an up-and-coming junior sailor, join him for the Bay races.

John and David also sail dinghies, and even travelled to the El Toro Nationals in Hawaii this summer. When not racing, John works part-time as an 'apprentice' at Pineapple Sails in Alameda. "It's really fun," he claimed, "and I'm learning all about the art of sailmaking."

2) *Mirador*, Ant. 27, Harris/Simpson, SSS; 3) *Abigail Morgan*, Ex. 27, Ron Kell, CYC. (7 ent./4)

# SEASON CHAMPIONS, PART I

## PHRO-SHS Hawkfarm Eyrie



**Seaberg (left)/Petroka  
Santa Cruz YC**

"One minute I was telling Synthia I was too lily-livered to sail the OYRA shorthanded series, and the next minute we were signed up and out there," related Sylvia Seaberg. "After a few DNFs, including the outrageously windy Dux-Ship, *Eyrie* finally whipped us into shape. We began to surprise ourselves by not only finishing, but finishing well!"

Seaberg has co-owned the Hawkfarm with significant other Tom Condy since 1992. *Eyrie* was raced regularly in the heydays of MORA and the Hawkfarm one design class, but OYRA-SHS was a bold new venture for Sylvia and co-skipper Synthia Petroka. The two became friends while working at The Spinnaker Shop in 1997, where Sylvia still toils. Synthia, a past vice president of SSS, is now a 'marine textile engineer' at UK Sails.

"We were lucky that the mostly light air conditions favored our boat," claimed Synthia. "We also received endless encouragement from our competitors, which was a huge factor in keeping up our momentum." The women singled out Stan and Sally Honey, and the time they both spent crewing on *Illusion*, as big influences. "They showed us what it takes to win — how to be thoroughly prepared, and to focus 100% before, during and even after the race."

Sylvia and Synthia wished to particularly thank Tom Condy, for "allowing himself to be kicked off the boat for the season, yet continuing to pay the bills and perform boat repairs!"

2) Xpression, C&C 110, Dirk Hesselman, EYC;  
3) Cookie Jar, Moore 24, G.McKay, RYC. (21/7)

## Farr 40 US 50010 *Shadow*



**Peter Stoneberg  
St. Francis YC**

Like last year, *Shadow* — the top Bay Area Farr 40 for the third year in a row — was the runner-up to *Samba Pa Ti* in the 19-boat Farr 40 West Coast championship season (8 regattas, 2 throwouts).

Owner/.driver Peter Stoneberg, an East Bay venture capitalist, put together another great program, featuring in order of tenure: Gary Sadamori, Don Teakell, Carl Barkow, Steve Fentress, Kyle Gundersen, Scott Easom, Chris Hackett and Skip McCormack. World match racing champ Ed Baird ("a master of course and boat placement, always keeping us out of high-risk/low-return situations") was *Shadow*'s primary tactician. John Kostecki, who helped engineer *Shadow*'s Cal Cup win, and Eric Doyle also made cameo appearances.

"This is the best team I've ever sailed with," said Stoneberg, a self-confessed adrenaline junkie who also enjoys investing in late-stage tech companies and racing vintage cars. "We work well together, and genuinely enjoy each other's company. Whether it's firing up our blender to celebrate (or perhaps drown our sorrows), screaming around in Blokarts, or racing RC boats, we always have fun. Scott Easom claims we're the 'least dysfunctional' Farr 40 team in the fleet. I'm not sure if that's true, but at least we put the 'fun' back into dysfunctional!"

The *Shadow* gang will be racing in Florida this winter, gaining some international and big fleet experience before next fall's Farr 40 Worlds on the Bay.

2) Non Sequitur, Thayer/Watts, RYC/StFYC; 3)  
*Slingshot*, Chuck Parrish, StFYC. (7 NorCal boats)

## J/105 US 35 *Good Timin'*



**Wilson/Perkins Syndicate  
St. Francis YC**

The *Good Timin'* gang, the best J/105 program in the country, took an unprecedented fourth straight local season championship, upping their record to 4-for-4. Equally impressive was how they did it this time — in an increasingly competitive fleet, they dominated the 34-race, 9-throwout season, finishing an astronomical 39 points ahead of the next boat!

The winning line-up consisted of the three Perkins brothers (back row, from left: Jon, Chris, Phil), along with Aimee Leroy, boat partner Dave Wilson (center), and John Collins. Also filling in occasionally were Alan McNab, Mike Leroy and Dennis George. Chris and Phil split the driving this year, posting big wins in the Memorial Day Weekend Regatta, SFYC Summer Invitational, the Aldo Alessio, the NOOD, and, most significantly, the 39-boat North Americans.

"It took us a few regattas to get used to the 89-meter kites and six crew, but by the Aldo we were in a groove," claimed Wilson, who, like his partners Chris and Phil, works in the financial world. "The fleet has improved dramatically, with at least 10 boats capable of winning races. In particular, the starts have become much more competitive than in the past."

The busy *GT* crew also took two road trips — they won the National Hospice Regatta in Annapolis, but came up short in the Madcap Trophy in Newport, RI. After an intense summer, the team is looking forward to sailing in the lower-key midwinters — with their wives!

2) Zuni Bear, Bennett/Bergmann, StFYC; 3)  
*Arbitrage*, Bruce Stone, StFYC. (37 boats)

# TAME YOUR MAIN

## IS YOUR MAINSAIL HARD TO HANDLE?

Do you sail under jib only because there aren't enough hands onboard to raise and lower the sail—let alone reef in heavy air?

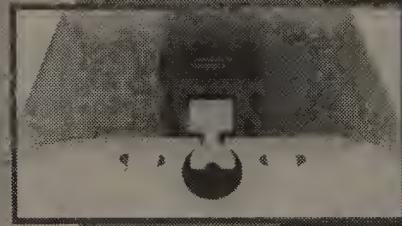
## "STOP STRUGGLING AND PUT THE FUN BACK INTO YOUR BOAT!"

says tech expert Syd Millman. "Harken ball bearing Battcars let you quickly raise, douse or reef the main on almost all points of sail from the safety of the cockpit—even when sailing solo. These free-running systems outperform in-the-mast and in-the-boom furling and cost far less."



Tartan 4400, Tartan Yachts —  
Abner Kingman Photo

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**HARKEN**  
INNOVATIVE SAILING SOLUTIONS

“Good morning, class!” announced Lee Helm as she wheeled her bicycle into the dining room. For a second I couldn’t understand why Lee would be taking a racing rules class, and why she would say ‘good morning’ to the entire group like that. Then the horrible truth hit me: she was the instructor.

I thought that after all these years of racing, I had pretty much figured out how to hold on to good crew. New sails, smooth bottom, nice boat shirts and the most cost-effective ploy of all: good lunches, snacks and crew dinners. But the really talented people are just never satisfied. Every time I get a less-than-perfect start or fail to come out on top after a mark rounding, they start making noises about my ‘limitation’—that I never raced dinghies before getting into keelboats. I’ve been told (several times) that this limits my “tactical and positional awareness” or something, and that I don’t really know the rules well enough to use them effectively.

So almost every year one or another of my most valuable crew proposes some variation of the same deal: If I race with them on Sunday mornings in the college sailing club dinghies, or buy a Laser and join the Laser fleet, or borrow an El Toro and race it up at some lake for a weekend, then they’ll match me one-for-one by crewing for me on my boat in proportion to the time I spend sailing a dink.

They’re dreaming. If they think I’m going to allow my clock to be cleaned by my own crew in public, they need to think again.

Inevitably they move on to crew on newer, faster and more glamorous boats than mine, and I find new recruits. But this time, the offer was one I could live with: Take a racing rules class. Only one day, at my own yacht club. Seemed easy enough, so I agreed, and in return my best crew signed on to race the midwinterers with me.

But when Lee Helm showed up as the instructor, I wasn’t so sure it would be worth it. What I expected was some old veteran of a lifetime of racing, a US Sailing Judge or something, who would ramble on about various close calls and keep us entertained for the day — like the only good boating safety instructor I ever encountered, a retired merchant mariner who threw out the moronic syllabus and told wonderful sea stories long past the scheduled class hours.

Instead, here was Lee. And she was pulling reams of paper out of her bike bags. Not a good sign. I made a dash to the back of the room for more coffee.

“Welcome to the Yacht Club Racing

## EXERCISE #1

Alphabetize this list of definitions

Start	Finish	Postpone
Leeward	Racing	Windward
Party	Interested Party	Proper Course
Tack	Port	Starboard
Keep Clear	Room	Abandon
Obstruction	Mark	Two-Length Zone
Rule	Windward	Protest
Overlap	Clear Aft	Clear Ahead

Rules Class,” she began as she walked up and down the rows of chairs handing out sheets of paper. “We’ll do the introductions and bios later — first let’s dive in with Exercise #1.”

I ran back to my seat in time to get one of the handouts. Lee explained that the day was going to be spent doing “highly repetitive intense neurological reinforcement,” and it was important to start early and run as late as possible if our brains were going to be permanently altered according to the course plan. “Are we in for electroshock therapy?” I thought to myself. In a sense, we were.

Fortunately, Exercise #1 was something I could handle: alphabetization. All we had to do was arrange the terms defined by the rules in alphabetical order.

“Why are we doing this?” complained one of the other students.

“To make you work with this list of words long enough to remember which words are on it,” said Lee. “These defined words have meanings that are different from the regular English meanings in important ways. You have to, like, be able to recognize a defined term instantly, without going back to the list.”

“Aren’t you going to tell us what the definitions are?” someone else asked.

“For sure, if there’s time. This is like, more important.”

We played along, and spent the next few minutes alphabetizing the list.

“Observe that the definition of ‘overlap’ finally has its own entry,” Lee noted. “You used to have to, like, know to look under ‘clear astern and clear ahead’ to find it.”

## QUIZ #2

Which words or phrases are defined terms? (circle one)

finish	defined	not defined
mark	defined	not defined
tacking	defined	not defined
luffing rights	defined	not defined
contact	defined	not defined
protest	defined	not defined
appeal	defined	not defined
fair sailing	defined	not defined
damage	defined	not defined
close-hauled	defined	not defined
right of way	defined	not defined
room	defined	not defined

## QUIZ #1

Fill in the titles of these parts and sections

Part 1 \_\_\_\_\_  
 Part 2 \_\_\_\_\_  
 Section A \_\_\_\_\_  
 Section B \_\_\_\_\_  
 Section C \_\_\_\_\_

Lee then proceeded to break her own promise and spent some time explaining the definition of overlap. That part I already knew, but quite a few sailors in the room seemed to be taking it in for the first time.

“Okay, now we’re going to memorize some rule numbers,” Lee announced. “I know this seems, like, really lame, but this is a necessary step. To totally understand the rules, you have to know how they are structured and where each one goes. Also, it’s much

## QUIZ #3\*

Fill in the title or summary of each rule

Part 1 \_\_\_\_\_  
 Part 2 \_\_\_\_\_  
 Section A \_\_\_\_\_  
 10 \_\_\_\_\_  
 11 \_\_\_\_\_  
 12 \_\_\_\_\_  
 13 \_\_\_\_\_  
 Section B \_\_\_\_\_

easier to remember something if you already have a name for it reserved in your memory. It’s just like dimensioning a variable in a computer program: Reserve the memory space first, then assign the value later. So we will memorize rule numbers and names first, and worry about content later.”

I exchanged a glance with my neighbor, who looked as baffled as I was.

“First there’s ‘Part 1, Fundamental

## QUIZ #4\*

*Fill in the title or summary of each rule*

Part 1 \_\_\_\_\_

Part 2 \_\_\_\_\_

Section A \_\_\_\_\_

10 \_\_\_\_\_

11 \_\_\_\_\_

12 \_\_\_\_\_

13 \_\_\_\_\_

Section B \_\_\_\_\_

14 \_\_\_\_\_

a \_\_\_\_\_

b \_\_\_\_\_

15 \_\_\_\_\_

16 \_\_\_\_\_

16.1 \_\_\_\_\_

16.2 \_\_\_\_\_

17 \_\_\_\_\_

17.1 \_\_\_\_\_

17.2 \_\_\_\_\_

plain how the four rules of Section A of Part 2 were organized: Rule 10, "On Opposite Tacks," Rule 11, "On Same Tack Overlapped," Rule 12, "On Same Tack Not Overlapped," and Rule 13, "While Tacking." I came up with a simple mnemonic, "opposite-same-same-tacking" to help remember the order.

**B**ut the second quiz, instead of asking us to spew back the memorized rule numbers and titles, was a surprise. We had to remember which words were defined and which ones weren't. Tricky! But I seemed to get most of them right, to my own amazement.

Lee put the numbers and titles on the board one more time, erased them again, then handed out Quiz #3, which was exactly what we had been expecting. It also included the material from Quiz #1, just to keep it complicated.

But it wasn't too hard. So far, so good.

"Now things get a little more interesting," Lee warned as she started to write up the titles for Section B. "This section is also divided four ways, into 'Avoiding contact', 'Acquiring Right of Way', 'Changing Course', and 'On the Same Tack, Proper Course'."

I repeated to myself, "avoiding, acquiring, changing, proper. . . avoiding, acquiring, changing, proper. . . ."

Each of these rules had some subtleties that Lee elaborated on, especially the difference between current rules and old rules that she didn't seem to like. But before I had a chance to burn the headings into my tired brain, we had Quiz #4 in front of us.

This was a problem. I had memorized the four headings of rules 14 through 17, but Lee wanted the subtitles, too. It seems that 14 is divided into parts 'a' and 'b', 15 has no subdivisions, but 16 and 17 are both divided into .1 and .2 subsections. At least by now I had Section A down cold.

Lee reviewed:  
14 'a' and 'b'

cover what to do when the other boat is not keeping clear, and penalties when there is damage, respectively. It seemed like a logical enough order. 16.1 and 16.2 put limits on changing course — one is about giving the other boat room, the other is the 'anti-hunting' rule that everyone wanted Lee to explain in more detail, probably because it was often referred to on TV during Americas' Cup coverage.

"17.1 and 17.2 place limitations on luffing above proper course, really just the reincarnation of the mast abeam rule," Lee explained. "But, like, with a lot less clarity about who is right and who is wrong. I mean, 17.1 allows a leeward boat with its bow just barely overlapping the stern of a windward boat to luff above proper course, as long as the windward boat came from behind. How the heck are you going to figure out if W was really given enough room by L, when W can swing its stern down into L by responding too quickly? I liked the 'mast abeam' limit better, especially with its

Rules.' These aren't complicated enough to spend any time on; they just say 'safety first' and 'don't cheat'."

Maybe this wasn't going to be so hard after all.

"Now on to the good stuff: 'Part 2, When Boats Meet.' This is divided into Section A, 'Right of Way,' which is like the basic port-starboard, windward-leeward stuff. Then Section B, 'General Limitations,' all about transitions and avoiding collisions. And finally Section C, the really good stuff, 'At Marks and Obstructions'."

Lee wrote these headings on the blackboard as she spoke. Then she erased them and handed out another paper, this one titled "Quiz #1."

It was short and easy. All we had to do was fill out the titles of the categories she had just listed. No problem.

"Can we grade each others' papers to save time?" asked one of the students as Lee was collecting them.

"No way, gotta collect them all or else you'll slack off towards the end of the day. These'll be filed in the YRA office."

I didn't know if she was serious about the YRA office, but I could see where the class syllabus was going, and it would clearly require more coffee.

Lee proceeded to ex-

## QUIZ #5\*

*Fill in the title or summary of each rule*

18.1 \_\_\_\_\_

a \_\_\_\_\_

b \_\_\_\_\_

18.2 \_\_\_\_\_

a \_\_\_\_\_

b \_\_\_\_\_

c \_\_\_\_\_

d \_\_\_\_\_

e \_\_\_\_\_

and 'On the Same Tack, Proper Course'."

I repeated to myself, "avoiding, acquiring, changing, proper. . . avoiding, acquiring, changing, proper. . . ."

Each of these rules had some subtleties that Lee elaborated on, especially the difference between current rules and old rules that she didn't seem to like. But before I had a chance to burn the headings into my tired brain, we had Quiz #4 in front of us.

This was a problem. I had memorized the four headings of rules 14 through 17, but Lee wanted the subtitles, too. It seems that 14 is divided into parts 'a' and 'b', 15 has no subdivisions, but 16 and 17 are both divided into .1 and .2 subsections. At least by now I had Section A down cold.

## FINAL EXAM\*

*Fill in the title or summary of each rule*

Part 1 \_\_\_\_\_

Part 2 \_\_\_\_\_

Section C \_\_\_\_\_

18 \_\_\_\_\_

18.1 \_\_\_\_\_

a \_\_\_\_\_

b \_\_\_\_\_

18.2 \_\_\_\_\_

18 \_\_\_\_\_

a \_\_\_\_\_

b \_\_\_\_\_

c \_\_\_\_\_

d \_\_\_\_\_

e \_\_\_\_\_

18.3 \_\_\_\_\_

a \_\_\_\_\_

b \_\_\_\_\_

18.4 \_\_\_\_\_

18.5 \_\_\_\_\_

19 \_\_\_\_\_

19.1 \_\_\_\_\_

a \_\_\_\_\_

b \_\_\_\_\_

19.2 \_\_\_\_\_

binding hail and exception to rule 16 that made it, like, really easy to figure out who would win a protest without having to rely on on-the-water judging. But I di-

Answers on next page

gress. 17.2 is simple: that's the limitation on going below proper course when there's a boat steering to leeward, essentially the same deal as the old rules."

Lee gave us another chance at Quiz #4, and on the second try I got 14 'a' and 'b' and 17.1 and 17.2 right, but still missed 16.1 and 16.2. By this time, I thought I knew the numbers of Section A well enough to shout them at other boats during a race.

**N**ow it gets, like, really gnarly," Lee said with unconcealed glee as she started to outline Section C, covering marks and obstructions. "This is divided into two parts, Rules 18 and 19. Nineteen is just the 'tacking at obstruction' Rule, and for some reason no one seems to have much trouble with it. Rule 18 is the real guts of the racing rules, and has the most subparts: 18.1 through 18.5."

She wrote the five of them on the board, and I started to copy them onto my wrist with my ball-point pen before I realized what I was doing.

"18.1 is divided into 'a' and 'b', the two exceptions: Does not apply at starting marks or at windward marks when boats are on opposite tacks. Okay, that we can deal with. 18.2 is where the good stuff is, divided five ways: 18.2 'a' is the basic rule about outside giving inside room to round. Then 'b' and 'c' are the two parts of the two-boat-length test: What happens if there is an overlap at two lengths, and what happens if there isn't. Then 18.2 'd' is about changing course while rounding, a limited exception to rule 16."

Some of the students were taking notes as fast as they could.

"No notes, please," Lee admonished. "All the quizzes are closed book."

She made sure everyone had nothing but empty table in front of them.

"The exceptions to rule 16 used to be a lot broader," she continued. "The three main exceptions used to be mark rounding, assuming proper course after the start, and luffing after starting. And like, I think it was a big mistake to take out that exception for luffing. The quick and dirty luff is gone, but now if you luff someone you never know for sure which boat the committee will find at fault, because windward will always claim that you infringed rule 16. But I digress...."

She started to hand out another quiz.

"Wait! What about 18.2 'e'?" we shouted.

"For sure, that one's simple. It just puts burden of proof on the boat that claims to establish or break an overlap."

I was wondering what happened to 18.3 and 19 as she handed out Quiz #5, but these rules were not on the test. Mercifully, we were not even asked to repeat quiz four. It was only on 18.1 and 18.2, but she made us take it three times 'til we all had it down cold.

"Now on to 18.3, which isn't really all that bad. This is the one about tacking within two lengths of a mark. It's divided into 18.3 'a', which says that if you tack you can't force the other boat to sail above close-hauled to avoid you, and 18.3 'b', which says that if the other boat goes inside they still get room even though there was no overlap at two lengths."

"Can't you just pretend the mark isn't there when one of the boats tacks near it?" asked one of the more experienced racers in the class. "Especially since 18.1 'b' says that none of rule 18 applies at a windward mark to boats on opposite tacks anyway."

"No way," answered Lee. "If there were no mark, then you could force another boat to sail, like, way above close-hauled by tacking in front of them, as long as you satisfied the requirements of rule 16. And for 18.1 'b', I think the way out of that loop is to consider rule 18 only starting to apply after the boats are on the same tack."

"Isn't there an onus of proof on the boat that tacks?" I asked.

"Not any more," said Lee. "That's another change that I'm not sure I agree with. At least, not for venues where we can't review a video feed from the blimp."

"So now it's just preponderance of

tors are also the judges. We need, like, clarity of fault above all else. Anyway, to finish up, 19.1 is about hauling for room to tack at an obstruction, with parts 'a' and 'b' covering the two options for responding. That is, hauling 'you tack' or tacking immediately.

Lee spent some time explaining when you could call for room to tack because of another right-of-way-boat, and when you couldn't. Then she noted 19.2, the "not at a starting mark" exception to 19.1, and distributed Quiz #6.

"This is the final," she announced. "You'll get to try it again after lunch."

Naturally, the final asked for all the rule numbers and names of everything we had covered, including all of rules 10 through 19 and all the subparts. By this time I had forgotten most of Section B, and 18.2 had slipped away while I was concentrating on 18.3 and rule 19.

**L**unch was a great relief, and a chance to replenish the caffeine supply. After that, it was back to work. We took the final no less than four times, in between questions and answers about various rule situations that we had been involved in. Lee was very strict about making everyone refer to the rules by number only — I hate to think what would have happened to anyone caught chewing gum in her class.

"Now for the extra credit final," she concluded. "Same as the last test, but start with a blank sheet of paper. No prompts for rule numbers."

Well, I don't know how long it will stay

## ANSWERS

### Quiz #2

Defined words are: finish, mark, protest, room. All others not defined.

### Quizzes #3-6 and Final Exam

**Part 1) Fundamental Rules; Part 2) When Boats Meet; Section A) Right of Way; 10) On opposite tacks; 11) On same tack overlapped; 12) On the same tack, not overlapped; 13) While tacking; Section B) General Limitations; 14) Avoiding contact: a) other boat clearly not keeping clear; b) no penalty unless damage; 15) Acquiring right of way; 16) Changing Course; 16.1) Must give other boat room; 16.2) No opposite-tack hunting; 17) On the same tack, proper course; 17.1) No luff by L if L came from astern; 17.2) No sailing low by W while off the wind; Section C) At Marks and Obstructions; 18) Rounding and passing marks and obstructions; 18.1) When this rule applies; a) Does not apply at a starting mark; b) Does not apply at a windward mark on opposite tacks; 18.2) Giving room; keeping clear; a) Overlapped - basic rule; b) Overlapped at the zone; c) Not overlapped at the zone; d) Changing course to round or pass; e) Overlap rights; 18.3) Tacking at a mark; a) Boat that tacks shall not cause a boat fetching on opposite tack to sail above close-hauled; b) boat that tacks shall give boat fetching on opposite tack inside room; 18.4) Gybing; 18.5) Passing a continuing obstruction; 19) Room to tack at an obstruction; 19.1) When hailed for room to tack; a) Tack as soon as possible; b) Reply "you tack"; 19.2) Does not apply at starting mark**

evidence to decide if someone short-tacked?" asked another racer.

"Yes, that's all we have to go on," she confirmed. "Fine for on-the-water judges, but sometimes a problem for the usual situation in sailing where the competi-

inside my head, but I walked out of that room as prime sea lawyer material. The only problem is that my crew still wants me to put in some time racing dinghies — "so you won't forget it all, Max."

— max ebb

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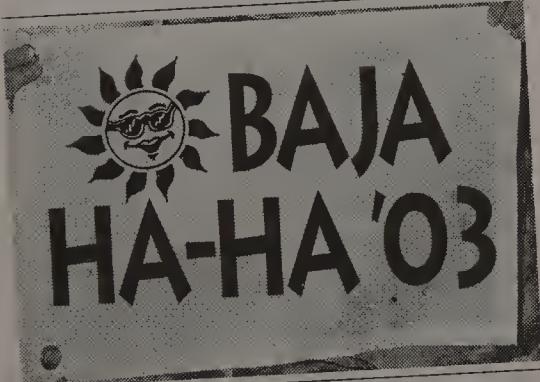
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# BAJA HA-HA 10 PREVIEW, PART III

If you've been toying with the idea of joining the Baja Ha-Ha cruiser's rally this year, we have bad news for you. As you read this, the fleet is already well on their way toward the famous arches of Cabo San Lucas, at the southernmost tip of Baja.

Yes, they've already experienced star-



studded nights at sea, dug their toes into uninhabited white sand beaches, swapped tales with robust Mexican fishermen and brought the festive spirit of Halloween to the wide-eyed kids of Turtle Bay.

Judging by past years, by this point in the trip many entrants who've been planning and procrastinating for years are undoubtedly saying to themselves, "Geez, this isn't so hard after all. Why the heck did we wait so long?"

We'll continue here with our third and final installment of Ha-Ha 2003 profiles. Look for a complete wrap-up report next month. (Entries presented in alphabetical order.)

## **Bodacious — Pacific Seacraft Earl Reid, Dana Point**

With her burgundy boot and shear stripes, and her bright pink spinnaker, this vintage double-ender should be easy to spot out on the open sea. At the helm, you're likely to find Earl, a salty charac-

*Cap'n Earl of 'Bodacious' is thrilled to finally be heading south — to Panama and beyond.*



ter who learned to sail back in the mid-'50s on an Alabama lake.

Since '63, when he moved to California, he's done plenty of coastal cruising — including 10 Ensenada Races — but this will be his first lengthy offshore trip. Post-Ha-Ha he plans to head for Panama and, we assume, into the Caribbean, on an extended cruise.

Crewing on the trip to the Cape will be Harley James, Don Campbell and Greg Ille.

## **Cadence — Fast Passage 39 John Murphy, Sausalito**

All we can say about this entry is, "We'll believe it when we see it!" You see, our old friend Dr. John Murphy has entered his entry fee twice before, but has never actually made it to the starting line for a variety of reasons. This year, however, he's determined to make it happen, and we're convinced he will.

He's owned this William Garden-designed cutter for a dozen years and has made many upgrades. This, however, will be Dr. John's most ambitious cruise aboard her to date. A frequent lecturer on emergency medicine at sea, he plans to leave Cadence in mananaland for the winter, visiting her often. His crew has yet to be announced.

## **Empyreal — Newport 30 John Nelson & Barb Merickel Algodones, NM**

As John tells it, the lakes of New Mexico were drying up after five years of drought, so he jumped at the chance to take a job in San Diego and live aboard. Now, having sampled the blue Pacific, he and his significant other, Barb, are anxious to head south to the sunny latitudes of Mexico.

They have prepped for this cruising adventure by chartering bareboats in the Bahamas, the Caribbean and Maine. But the ace up their sleeves, you might say, is the fact that their sailing mentor, Tom Treblehorn, will be accompanying them to the Cape. Afterwards, Empyreal will make her way to San Carlos, on the Mexican mainland.

## **Fast Reorr — Hunter 50 Club Nautique, Marina del Rey**

Fast Reorr is a familiar name to the Rally Committee, as she, and skipper Tom Dameron, have completed both the 2000 and 2001 events.

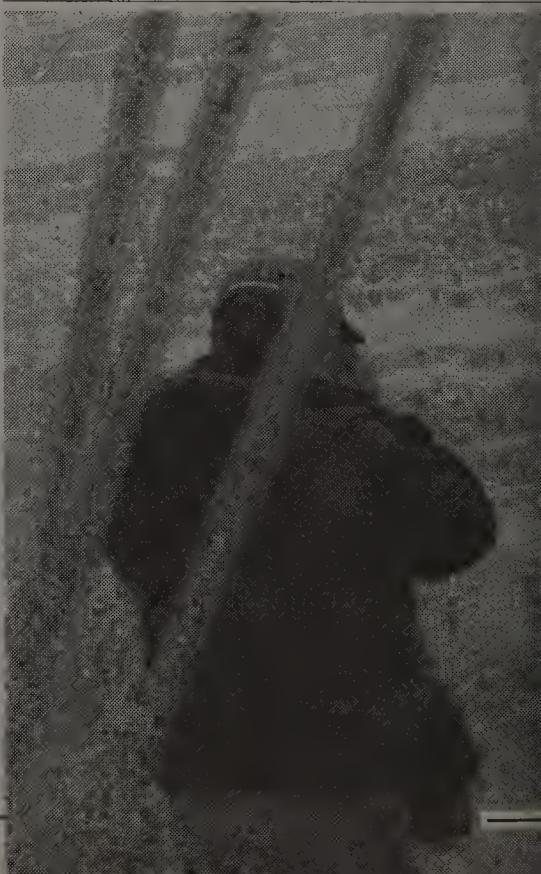


*The're back! We've lost count of how many times Alan, Chris and Pat have done the Ha-Ha. This year they're on Pat's M/V 'Grand Slam'.*

A longtime sailing instructor who "loves being able to help others learn the joy of the sport," Tom is currently the Sailing School Director for Club Nautique's Southern California operations. Although his crew list is yet to be announced, we understand that he has been actively shanghaiing students by telling them that the Ha-Ha is "the most fun cruiser's rally on the planet."

## **Grand Slam — Pacemaker 48 Pat Nolan, et al, Alameda**

"I can't believe I'm going to sea with these guys again," says Pat, referring to crewmen Alan Weaver and Chris Maher. Like a scene from Bill Murray's *Ground Hog Day*, they just keep coming back for more. Having raced down the coast plenty of times, this fun-loving crew has warmed up to the pleasures of cruising under power in recent years. "She's very



# — CRUISIN' TO THE CAPE

fast downwind," quips Pat, "considering her very small rig!"

So how will these excellent sailors occupy their time with no sheets to trim and sails to change? First, by fishing. Second by cooking what they catch. Third by eating it. And fourth, by distributing the extras to those who are less skillful with line and lure. The newcomer this year is Todd Eversole.

### **Isle Cat — Seawind 33 cat Roger Niceswanger & Giselle Roebuck Alameda**

Roger has been sailing for decades, and during that time, he's owned nine boats. At some point, he obviously caught cat fever, which led him to buy this 1998 Australian-built beauty.

The Rally will serve as the kickoff of Roger and Giselle's "open-ended dream cruise" through Mexico, Central America, the Caribbean, then possibly up to the Great Lakes.

Crewing to the Cape, will be Roberta Robbins and Bob Soleway — a six-time Ha-Ha vet.

### **Jade — Custom 68 Sloop Dewey & Darlene Hines San Francisco**

Veterans of the '97 Ha-Ha, Dewey and Darlene are undoubtedly some of the most experienced sailors in this year's event. A lifelong sailor, Dewey began sailing on Stars in the '50s and since then

has sailed on just about every sort of racing design you could name. His offshore racing resume includes at least a dozen Mexico races and a few to Hawaii.

In the early '90s, he and Darlene took off in cruise mode, however, aboard their S&S 65 *Rewa* and spent eight years exploring Mexico, Hawaii and the Pacific Northwest.

Probably the most unique vessel in the fleet, *Jade* is a custom Tom Wylie design built of aluminum and composite materials which combines graceful lines, speed and cruiser comforts — and is set up for easy doublehanding.

### **Marylee — Nor' Sea 27 Dan Fitzpatrick, Tiburon**

Although this little 27-footer is this year's smallest entry, Dan expects that, ". . . her striking beauty and well-equipped appointments will make her the little darling of the fleet!"

Dan has only owned this boat — his first — for a year, but he has big plans for her. After the Ha-Ha he'll set his sights on Z-town, eventually heading on to Costa Rica and Panama. Having made passages in the Caribbean and Australia, he's no stranger to offshore sailing. Joining Dan on the trip south will be friends Kevin Batycki and Samantha Nester.

When asked for a quotable quote, Dan borrowed a line from Hemingway: "Eat life with razor-sharp teeth."

*Even when the wind goes light, there are often natural wonders to amuse you, such as this pod of pilot whales seen on last year's trip.*

### **Moon Shadow — Ericson 30 Steve Fisher, San Diego**

"The thought of being away from my wife Debi for eight or nine days will be far harder than sailing down the coast in a tippy plastic boat," says Steve, who would prefer to be sailing a cat like the one he once owned.

For Steve and his buddy Bob Myrick, this little jaunt to Cabo is simply a joy ride rather than the start of an extended cruise. Steve plans to trailer *Moon*



*Steve of 'Moon Shadow' isn't worried about the 780-mile sail, but knows he'll miss Debi.*

Shadow home in the spring.

It's fair to say that this ol' salt has lived an unusual life: Raised on a Southern California farm, he left high school early to join the Navy where he did a stint flying combat missions over Viet Nam. He later raced motorcycles and off-road cars, and started a successful trucking business moving mobile homes. Oh, and somewhere along the line he fell in love with sailing.

### **Moon Shadow — Morgan 382 Chuck Naslund, Oakland**

There won't be much of a moon for the first part of this year's Cabo run, but by the finish, our lunar light bulb will be casting many shadows — apropos the two entries bearing that name.

Chuck just bought this boat — his fourth sailboat — nine months ago, but he's known her for almost a decade. Nine years ago he tried to buy her, but the deal fell through. So when she came on the market again recently, he quickly snapped her up. "It was meant to be!"

Sharing the ride south will be navigator Jeanine Puskas, who is not only a Ha-Ha vet, but has made two trips to Tahiti. (Follow her.)

Chuck and Jeanine plan to spend a few months exploring Mexican waters before heading home.

# BAJA HA-HA 10 PREVIEW, PART III

## Musetta — Passport 47

### Jeff Sarantopoulos, San Francisco

This Bob Perry-designed cutter has already proven her seaworthiness, having done a complete circumnavigation under previous owners. Jeff and Stephanie bought her three years ago with cruising dreams of their own. "Since then, we've been mainly sailing her on the Bay, practicing up on our sailing skills and updating her systems to hit the high seas again."

Assuming their house sells soon, they plan to head to the Caribbean and eventually to the Med — they both have relatives in Greece and Italy.

On the ride south, they'll be joined by friends David Foy and Mick Johnson, as well as permanent crew members Lucky and Abbie — their chocolate Labs who both "love to sail."

## Mustang — Fuji 45

### David Guthe, Seattle

Some follow a straight and narrow path. Others, like David, ad lib their way through life — and apparently have a lot more fun. A sampling of his adventures and entrepreneurial efforts include harvesting sea moss, tanning cow hides, living four years aboard a sailboat on the



*Having 'mutinied', Steven and Carolyn are looking for some serious fun.*

retired early from the construction biz — or should we say they mutinied — and they're ready for some serious fun.

They both cut their teeth on offshore sailing with several trips up and down the rowdy Oregon and Washington coasts, sailing as far north as the desolate Queen Charlotte Islands.

They are wise not to proclaim an exact post-Ha-Ha cruising itinerary, as plans invariably change, but they're game to explore the Sea of Cortez and beyond, with the backup plan of sailing home via Hawaii if, and when, they lose the cruising bug.

## Nereid — Pearson 424

### David & Nancy Haslam, Brownsville, WA

During the twelve years that they've owned this Bill Tripp-designed ketch, David and Nancy have made several long coastal trips — once from Seattle all the way to San Diego — but neither have yet to enjoy the pleasures of Mexico.

In the realm of cruising, these two might be good folks to know, as they both have practical skills. David makes his living as a welder and Nancy is a systems analyst — and what boat owner doesn't need his/her systems analyzed once in a while!

During the Ha-Ha Steve George and Dorie Christman will lend a hand as crew. Then after the event, David and Nancy will set out to explore the Sea of Cortez.

## Northern Dancer — MacGregor 65

### Russ White, Cayucos, CA

According to Russ, his passion for sailing began when he was just a kid. Under the tutelage of his Dad, he and other family members made trips to the Channel Islands, and when he grew older he and his buddies continued the tradition with surfing and diving forays. He knew, even back then, that he eventually wanted to "live the bohemian sailing life" but practical realities — like going to school, raising a family and building a successful manufacturing business — interrupted his pursuit of that noble dream.

Today, however, things are different. Russ bought this long, lean MacGregor a year ago and has cruised much of the California coast since, in preparation for foreign travels. On the run to the Cape, former owner John Scott (a Ha-Ha '95 vet) and his girlfriend will be along as crew, as will Mike Chambreau (also a Ha-



*Russ of 'Northern Dancer' always did want to live 'the bohemian life'. Now he's got his chance.*

Ha vet), Russ' girlfriend JoAnn Mincks and her father John. Sounds like our kind of crew — the more the merrier.

## Pantera — Custom 44 cat

### Bob Smith, Sidney, BC

One of the last boats to enter this year, Pantera is also one of the most unique. She was designed and built by her owner for solo and singlehanded racing and daysailing.

Unique among the other cats in the fleet, Pantera has minimal interior weight and accommodations, and features a bridgedeck pod that contains her nav station, galley, dining area and two pilot berths. Her narrow hulls — which have a waterline beam of only 2 feet 6 inches — contain only single berths, but that's no deterrent to his eager crew, John Haste of the custom 52 cat Little Wing and Dave Wedgesend of the Catana 42 Maluhia (both men and their boats are Ha-Ha vets). In 2001, Bob and Dave crewed for John on Little Wing.

No doubt, every multihull buff in the fleet will want to have a look at this beauty, which was featured in *Pacific Yachting* shortly after her launch in the late '90s.

## Pegasus — Cheoy Lee 40

### Stephens Family, Bainbridge Is., WA

You might say that Gary and Sue entered the sailing life bass-ackwards. Back in 1987, they sold their house and moved aboard a 32-ft sailboat, then learned how to sail it. They've got the last laugh,



*The path that David of 'Mustang' has taken through life has never been predictable.*

Hudson River, living three years in Thailand and five years in South Africa.

Two years ago, he bought Mustang in Seattle and, after substantial exploring of the Pacific Northwest, is now eager to sail and dive in warmer latitudes. His game plan is to continue to "cruise the Pacific" — solo if necessary — and "eventually get to the Med," where he looks forward to sailing the Greek Isles.

Crewing on the Cabo run will be Karen Einwalter and Robert and Debbie Gagnon.

## Mutineer V — Slocum 43

### Steven & Carolyn Fay, Camino Is., WA

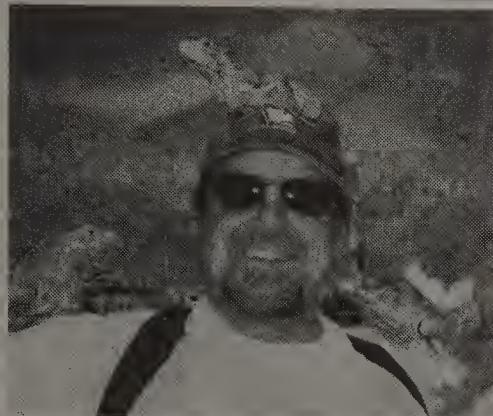
We don't know a heck of a lot about Steven and Carolyn, except that they've

# — CRUISIN' TO THE CAPE

though, as they are now setting off on an open-ended cruise with their seven-year-old daughter Amy. After a year of exploring Mexico, they'll face the common cruiser's dilemma: to go west into the South Pacific or south, then east into the Caribbean.

Wherever their wanderlust takes them, this 1970 Phil Rhodes-designed yawl should get them there in comfort. Not only that, their onboard dive compressor will allow them to enjoy the pleasures of the deep — Gary is a professional diver.

Lyn Watson and Dick Holey will round out the crew on the trip south.



*On the Ha-Ha, being a little wacky is a good thing. Mark of 'Platinum' will fit right in.*

air conditioners and a set of Grandma's china. We can only wonder how much of that precious porcelain will be intact when *Platinum* reaches the Cape.

As you learn of this couple's cruising plans, however, the AC begins to make a lot more sense: After the Ha-Ha, Plan A is to head to Panama and into the Caribbean, then up the Eastern Seaboard to the St. Lawrence, through the Great Lakes, and finally down the Mississippi. We certainly hope they'll write us about their adventures.

## Point Blue — Point 65

### The Westerhoff Family, Holland, MI

A few blank spaces left on the Westerhoff's entry forms have us wondering who's who! What we do know is that the all-Westerhoff crew is composed of Captain Warren (Dad?), Navigator Kathleen (Mom?), Robert and Norma. The latter two could be either toddlers, cousins or great-grandparents as far as we know. But one thing's for sure, they've got one helluva trip planned.

The game plan after the Ha-Ha is to cruise south to Panama, explore the Caribbean, then cross to the Med and eventually wander the South Pacific. Sounds like a recipe for some excellent family bonding to us!

## Princess Anna — Mainship 390

### Mike J. McGuire, Channel Is.

"This is a tune-up for a trip to the Panama Canal in 2005," explains Mike. Despite the fact that his first 'boating' experience was crossing the Atlantic on a "round-bottomed pig of a boat," aboard which he was "horribly sick for 10 days," Mike has been a 'water guy' since he was a kid. He rowed crew in high school and college, worked on research vessels and later discovered scuba diving, which became his wife Deborah's "biggest rival."

Launched in 2001, this sleek 39-ft trawler is the boat of Mike's dreams — and he's been dreaming about such a vessel for a long, long time. Sharing the

big adventure will be his salty, well-traveled compadre Tom Yohe and another mate who is yet to be announced.

## Profligate — Surfin' 63 cat Grand Poobah, et al, Tiburon

For the seventh consecutive year, *Latitude 38*'s custom-built catamaran will serve as the Ha-Ha committee boat. Measuring 63 x 30 feet, she's easy to spot out on the horizon, especially since she flies a spinnaker whenever possible.

It is from the big cat's nav station that the Rally Committee runs their daily radio scheds, broadcasting weather info and event updates to the fleet.

Rather than simply spending the winter season in Mexico, as she has done in years past, *Profligate* will head to Panama this year immediately after the Rally ends, then on to the Eastern Caribbean — hopefully arriving by early December. This floating 'editorial tool' will allow *Latitude* staffers to cover a variety of Caribbean regattas this season.

## Quetzal — Wauquiez 35

### The Lee family, Seattle, WA

"Ready or not, here we come!" say Daniel and Janelle. Reading between the lines, we'd guess that they are experiencing the same pre-departure anxiety

*Meet the Lee family of 'Quetzal': Daniel, Janelle and two-year-old Alex.*



that most first-timers suffer, as this will be their longest coastal cruise to date. Although they've been sailing for a dozen years, this is their first boat, bought in 1998.

"We traveled through Mexico and Central America ten years ago," they explain. "We are now looking forward to expending more time in this area and exposing our son Alex to this wonderful culture." Sounds like a fine plan, although we're not sure how much of it Alex will remember later in life — he's only two, which may qualify him as this year's youngest Ha-Ha'er.

**With flexible plans, Amy, Gary and Sue Stephens are looking for adventure.**

## Pier Pressure — Nonsuch 33 The Baker Family, Alamo, CA

"Let's do it while we are still young!" say brothers Charles and Tony Baker (who are 70 and 69 respectively). Cruising with these two 'youngsters' will be Charles' wife Wai Lena, Tony's wife Cam, and navigator Ro Rasens. We'd guess they'll all be in good hands, as the Baker boys have been sailing since the '40s.

Perhaps the most notable thing about this boat is that her former owner was a notorious Canadian entrepreneur who owned several exotic dancing clubs in Toronto and that fair city's first 'adult accessories' store. He didn't know much about sailing, but, according to the Bakers, he equipped this sweet little cat boat with just about every nautical accessory imaginable.

## Platinum — Morgan 45 Mark & Clair Rommell, San Francisco

"They always did want to travel," say Mark and Clair, explaining why they're bringing along their mothers' urns. And those aren't the only non-nautical items on their equipment list. This may be the only sailboat in the fleet rigged with two

# BAJA HA-HA 10 PREVIEW, PART III



**Lenore, Jim and their mascot Quequeg intend to circumnavigate aboard 'Raven'.**

### **Radiant — Cal 40 Fin Beven, Los Angeles**

Fin claims to have begun his sailing career at the tender age of five, and after reading his sailing resume, we're sure he's not exaggerating. He has done three TransPacs (to Hawaii) and has raced from California to Mexico at least a dozen times — to Acapulco, Mazatlan, La Paz and Cabo. So if our chart were to blow overboard and we found ourselves wondering which way to go, Fin is the guy we'd follow.

This vintage Cal 40 has quite a pedigree of its own, having won the TransPac in '67 under previous ownership, just two years after she was launched. She is also a four-time Congressional Cup winner.

Crew for the trip south are yet to be determined, as is Fin's post-Rally itinerary.

### **Raireva — Dreadnought 32 Marek Nowicki & Helen Chien San Pedro**

When we read that Marek learned to sail (30 years ago) in the Baltic Sea off Poland, we understood his choice of boat. The stout, double-ended Dreadnought design is the sort of bulletproof mini-cruiser that you'd want to be aboard when the weather turned ugly. A more modern — fiberglass — version of the fabled wooden Tahiti ketches, Dreadnoughts have cruised far and wide.

Marek and Helen have both left careers in education temporarily to pursue the cruising life. But also have a specific sub-agenda in Baja. At La Paz, they plan to have a blister job done on Raireva's 23-year-old bottom before continuing their explorations of the Sea of Cortez.

### **Raven — Horizon 50 Jim & Lenore Chevalley San Francisco**

Steel yachts like Raven aren't the most popular boats on the market, but

when you're planning a complete circumnavigation, as Jim and Lenore are, steel makes a lot of sense — owners of steel boats can slam right into an uncharted reef and live to tell about it!

The game plan is to do an 'east-about' loop of the globe, first transiting the Canal, then crossing the Caribbean, sailing north along the Eastern Seaboard, then across the Atlantic to Europe and beyond. Rounding out the crew is their 12-year-old ship's dog, appropriately named Quequeg.

### **Resolute — Cascade 36**

#### **Jack & Daphne Garrett, Clovis**

If you thought that typical working stiffs could ever get it together to travel the world, Jack and Daphne are about to prove you wrong. Their plans include 'jumping the puddle' to the South Pacific next spring. And if they can do it on their teachers' salaries, perhaps there's hope for the rest of us.

While we applaud them, however,



**Daphne and Jack of 'Resolute' expect to 'jump the puddle' to the South Pacific next spring.**

apparently some of their friends are less impressed. One memorable quote that they'll never forget is, "Jack and Daphne, you're out of your rabbit-ass minds!" We can only hope that they remember to send that nonbeliever a postcard from every eye-popping landfall they make.

Both Jack and Daphne began sailing in the early '90s, and have owned three boats since then.

### **Relentless — Catalina 36 Drexel Bradshaw, San Francisco**

"I'll do anything to get out of work for two weeks," says Drexel, who is an attorney by profession. In pursuit of a respite, he's wisely chosen one of the best antidotes we know of for the drudgeries of the workaday world. For guys like him, one of the best things about the Ha-Ha is that when you're 30 miles offshore,



**Cap'n Russ of 'Scarlett' is bringing along his entire beer can racing crew.**

sailing beneath a brilliant sun or star-filled sky, the phone never rings, there are no faxes to answer and annoying clients have no hope of ruining your day.

Although Drexel says he's been sailing since "before I could reach the tiller," his boat was just unwrapped about this time last year, making her one of the newest vessels in the fleet. She will be shipped back to Southern California after the Rally, as — unfortunately — Drexel, who is only 37, will have to get back to the rat race. Rally crew are yet to be announced.

### **Savannah — CHB Trawler Jim & Karyn Furry San Francisco**

Who says wacky behavior doesn't pay off. On a bet, Jim once downed an entire bottle of ketchup. The manager was so impressed with this macho stunt that he hired him as a bouncer. The company grew exponentially and 20 years later he retired as its president.

After moving to northern California, he bought a restaurant where Karyn was the ace waitress and cook. They fell in love, got hitched and somewhere along the line hatched a plan to go off cruising. As they both also love scuba diving, Savannah carries a compressor and a full complement of gear. They tell us their cruising plan is open-ended, and they have their sights set on a Canal transit and exploration of the Caribbean. "But don't tell Jim's mom," they caution. "She thinks we'll be back in about a month."

### **Scarlett — CS 40 Russ Eichner, Benicia**

Now here's a boat that follows our 'the more the merrier' philosophy. Russ — who races cars for fun when he's not sailing, and owns a race car prep shop — is bringing along his entire Beer Can Race crew from the Vallejo YC Wednesday night series. There's First Mate Tony, a

web designer who serves as bow man during races; Gretchen, who will be in charge of costumes and makeup; Phyllis, a video production pro, who will be in charge of both documenting the trip and chocolate rationing; Jane, a certified scuba instructor, who will be in charge of seafood procurement and underwater stealth missions; and retired airline pilot Jorgen — "the old man of the sea" — whose job is to get them to Cabo before they run out of beer.

After the Rally, Scarlett will be cruised locally, then will head home via Hawaii when a weather window presents itself.

### **Scarlett O'Hara — Serendipity 43 John & Renee Prentice, San Diego**

Let's see. . . Scarlett O'Hara, Rhett Butler. . . Oh! We get it, *'Gone with the Wind'*! That's precisely the answer that friends will have to give now when asked, "What happened to John and Renee?"

This pair of longtime sailors are no strangers to the cruising life, having cashed out in the fall of 2000 and spent two years in Mexican waters. Unlike most modern cruisers, however, they have also done a lot of serious racing — especially John. He learned the sport at 13 and was soon racing all over the West Coast and out to Hawaii in several TransPacs. No doubt, that's why this boat caught his eye. In her glory years during the '80s, she was a world-class racer. "Scarlett now weighs about 10,000 lbs more than she did when she won the SORC in 1981," notes Renee, "but she still moves!" Needless to say, a long list of creature comforts have been added to her once-spartan interior.

The post-Rally game plan is to cruise Mexico until the spring, then 'jump the puddle' to the Marquesas.

### **Serendipity — Cascade 42 Doug Covert & Bev Bachand Astoria, OR**

Over the years, the Ha-Ha has served as a pivotal event in many sailors' lives, and this Oregonian couple is no exception: The Rally will serve as a slightly-delayed honeymoon, as they tied the knot on August 9.

Bev, who just started sailing two years ago, may not know what to expect on the trip south, but Doug sure does. He did the '99 Ha-Ha on this same boat and regards the event as "the funnest way to head south that I know of."

Apropos the honeymoon theme, they'll take no additional crew on the Rally. Afterwards they'll head north through the

Sea of Cortez, eventually storing Serendipity on the hard at San Carlos.

### **Sea Hawk II — Velejo 55 Gary & Joan Hawkins, Sacramento**

"Ferrocement boats aren't the quickest boats," says Gary, "but they make great liveaboards and handle nicely in weather. And being last into every port isn't really so bad."

Joan and Gary have owned this sturdy ketch for 13 years, using her primarily on the Sacramento River, but back in the mid-'80s they both got a taste of offshore sailing with a trip to Hawaii on another boat.

Their intention this time out is to stay at least a year in Mexico and Central America, then possibly pay another visit to the Hawaiian Islands. Additional crew are yet to be announced.

### **Shu Fina — Columbia 36 Willem Van Thillo, Fort Bragg, CA**

If you see a giant ball of fire bearing down on you or an ominous green mon-



*Joan and Gary of 'Sea Hawk II' don't mind the slow speed of their bulletproof ferro ketch.*

ster rising up from the sea ahead of you, fear not. It's probably just Willem screwing around. You see, he makes his living as a special effects technician.

With his sister Mariane along as crew, Willem sees this voyage as "the gateway to my retirement." A longtime sailor, he once crossed the pond from Antwerp, Belgium, to New York, which may explain his confident philosophy: "If you're not sure of where you want to go, the pointy end will take you there." Post-Rally plans are simply to take it "day by day."

### **Shaka — Peterson 48 Stacey Dobson, Dana Pt.**

Newly retired from a career in the Fire

Department, Stacey says that an age-old question is weighing heavily on his shoulders: "What do I want to do when I grow up?" Well, for starters, he and a boatload of buddies — Lee Woolever, Dave McGhee and Ray Magana — are sailing to the sunny latitudes of Mexico.

The entire crew has sailed to Mexico at least once before, and Stacey, who also



*When Stacey and the boys arrive aboard 'Shaka', Nancy will be waiting on the beach.*

holds a 100-ton captain's license — has sailed the Baja in one direction or another 10 times.

Although his wife, Nancy, made two of those trips with him, this time she invoked that familiar saw, "Nothing goes to weather like a 747." (Actually, Nancy, it's usually a downwind trip, but we get the idea.) She and the other wives will be waiting on the beach in lounge chairs when the boys pull around the famous arches of Los Frailes.

### **Sky — Hylas 49 Bob & Iris Strang, Corona del Mar**

This sleek 49-footer had already been through several incarnations before Bob and Iris got a hold of her. She was designed and equipped for the Caribbean charter trade, and spent three years in service in the Virgin Islands before being relocated to Bath, Maine, under private ownership. Bob and Iris found her for sale there, fell in love with her after a blustery sea trial and had her shipped back to SoCal.

Now that Bob has retired from his career as a commercial pilot, he and Iris plan to cruise south first, perhaps as far as Z-town, then back to the Sea of Cortez for hurricane season. Joining them on the Ha-Ha will be Vanesa Manzano, Craig Fletcher and Ann and Don Becker. Nearby 'competitors' had better pay close attention to the rules of the road when Don's on deck, as he is a bona fide US Sailing International Judge, who practiced his craft at the 2002 America's Cup.

# BAJA HA-HA 10 PREVIEW, PART III

## **Sneakers — J/120**

### **David Gibbs, Oceanside**

Once out at sea, if any Ha-Ha participants find that they actually know less about boat handling than they thought they did, they might want to sail up alongside *Sneakers* and ask David for a few pointers. He is a Coast Guard licensed captain as well as a certified sailing instructor. You wouldn't want to cross his bow too close, though, as *Sneakers* (like all J/120s) carries a telescoping 7-ft bowsprit.

"I think of the Ha-Ha as a fun performance cruise with lots of new experiences," says Cap'n David. And no doubt it will be just that, although returning *Sneakers* north a week after the Rally ends might be something less than 'fun'.

Rounding out the crew list will be Steven Barry, David Bowser and Ric Maxfield.

## **Sogno d' Oro — Pearson 422**

### **Karen & Tim Crowe, Alameda**

Let's get one thing straight about this entry, right off the bat: Karen is the captain, and Tim is her lucky, er...ah... "ship's engineer." Conversion to the sail-



*Karen of 'Sogno d' Oro' Insisted on sailing to the altar to marry Tim.*

ing life was a prerequisite for marrying her — she sailed to the altar in a full wedding gown aboard her old Islander 28.

*Sogno d' Oro*, which means golden dream in Italian, already knows her way around the anchorages of Mexico, having cruised there for a year under previous ownership. This time Karen, Tim, and their golden retriever Chaucer, plan to cruise south during the summer months, then winter in the Sea of Cortez and head back to reality next fall.

## **Solbrigg — Hans Christian 43**

### **Albert di Vittorio, Sausalito**

"I hope to meet many new people with crazy aspirations," says Albert, who is a surgeon by trade. There's little doubt that he will.

On the trip south, Mike di Vittorio — Albert's son? — will be along as crew, then, if we're reading between the lines correctly, Albert's wife Sally will join him for further adventures. The long-range plan is to winter in the Sea of Cortez, then head on to the Caribbean and eventually to the Med — "I hope." With over 30 years of sailing experience under his belt, we'd bet that Albert will easily complete that game plan.

## **Soy Libre — West Indies 38**

### **The Kopac Family, San Francisco**

To get an accurate mental picture of how loaded down this Charlie Morgan-designed ketch will be at the start of the Ha-Ha, Cap'n Andy suggests we picture the hillbillies driving through Beverly Hills. Having lived aboard for years, he and his wife Marianne have accumulated all sorts of garbage... that is, equipment.

# SAILBOATS ONLY

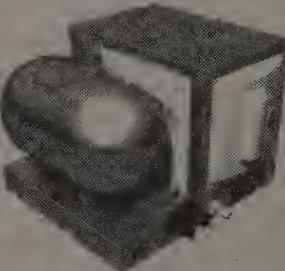


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including the usual paraphernalia required to keep a three-year-old — their son Andrew — amused. Rounding out this all-family crew will be Andy's cousin, Alex Bly.

We're happy to report that Andy and Marianne met at a *Latitude 38* Crew List Party in '96, and "have been sailing together ever since." Nowadays, they say that they "love watching the magical world unfold through the eyes of our young son." Simply stated, their post-Rally plan is to "continue cruising."

### **Spiritus Invictus — Westsail 32** **Sven Sampson, San Francisco**

It's been a while since we wore a toga and a laurel wreath, but if our memory serves us correctly, the Latin phrase *Spiritus Invictus* means something like invincible spirit, which is appropriate to Sven's cruising plans. After the Ha-Ha, he plans to explore the Sea of Cortez until January, when he'll head for Hawaii, then drop down to French Polynesia and eventually on to Fiji and New Zealand.

He sees the Ha-Ha as a conduit that will take him "one step closer to para-



*Tatiana and Stan of 'Sputnik' are living out a fairytale — red sails and all.*

dise." Joining him on that part of the journey will be Pete Sampson (his dad?), and Jim Polt.

Westsail 32s may not be fast, but they have safely taken many cruisers to far-flung landfalls. Under previous ownership, this 1973 hull has already made two successful trips to Tahiti and one to Hawaii.

### **Sputnik — Flicka 35 cat** **Tatiana & Stan Sargent, Kodiak, AK**

Now here's a couple that's a bit out of the ordinary. Tatiana, a dentist by pro-

fession, migrated to the U.S. nine years ago, and says she had dreamed of traveling the world on a boat since her childhood. Stan, on the other hand, already spends lots of time on the water, but not exactly in 'cruise mode'. He makes his living by commercial fishing in Alaska's chilly waters, and by working as a tax accountant.

Not many boats fly red working sails these days, but *Sputnik* does, and there's a very good reason why: An old Russian fairy tale tells of a sailor who finds his true love in a fishing village. Together they sail away on a boat with — you guessed it — red sails.

Leonard Muzsek will be along to cook up the grub on the trip south.

### **Tango — Perry 43** **Mark Purdy, Napa**

Although Mark and his wife Sue are both longtime sailors who have fallen in love with the cruising lifestyle, on this run to the Cape, *Tango*'s crew will consist only of Mark and his buddies, Dennis Mosher and Chris Shields. Sue and the other guys' wives will be on the beach at Cabo, waiting for them while working

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# BAJA HA-HA 10 PREVIEW, PART III

on their tans.

It's not clear what Mark and Sue's post-Ha-Ha plans are, but it's clear from their entry forms that long-term cruising is a dream they'd like to realize: After jealously observing cruisers anchored in idyllic Cook's Inlet, Moorea, years ago, they "promptly came home and signed up for sailing lessons, became bareboat qualified, and bareboated in the Caribbean." Since then, they've cruised in British Columbia, Mexico and Eastern Australia — where they explored Queensland and the Great Barrier Reef for an entire year.

## Tantara — Catalina 42

**Norm Pond, Los Altos Hills**

Silicon Valley entrepreneur Norm Pond grew up in Missouri, learning to swim in water so muddy it was more like thin quicksand. His first sailing experience was years later on a Sunfish in Lake



*Do you suppose Mark of 'Tango' is excited about the Ha-Ha? Oh yeah!*

Tahoe. "I remember thinking, wow, water you can see through!" laughs Norm. That led to a week on a sailboat in the Caribbean where the water was not only clear, it was warm and had pretty fish in it. He was hooked.

In 1980, he 'traded up' — the Sunfish for a new CT 48 fresh out of the yard in Taiwan. A few weeks later he received this message from the freighter's home office: "Your boat has been lost at sea. Sorry." So another was built, made it to the West Coast and was named, what

else, *Deja Vu*.

Norm ran *Deja Vu* as a crewed charter boat in the Caribbean for a few years before realizing (as so many before him), "that it was not as much fun as it sounded in the beginning." He sold the boat and after a few boatless years acquired *Tantara* with

partner Walt Wood.

Crew for the Ha-Ha is Charley Eddy and Don Rogers. Once the boat reaches Cabo, wife Natalie, along with Walt and his wife Gayla, will fly down for a few months of leisurely cruising.

## Tarahumara — Catamarans NZ 4500 Martha & Gardner Bickford, San Jose

Chances are the Bickford's are going to get quite a few people coming over to 'borrow sugar' during their cruise. Comforts aboard their 45-ft cat include a washer/dryer, a freezer with an icemaker and a — *ahem!* — plasma-screen TV.

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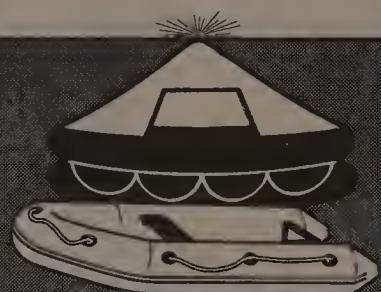
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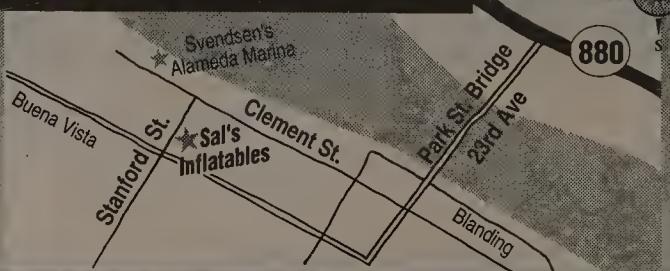
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# — CRUISIN' TO THE CAPE

Stay and watch the game? Well, shoot, guess we could hang out for just a little while . . .

*Tarahumara* (we'll ask what the name means during halftime) is one of the newest boats in this year's fleet. She was launched in March and the Bickford's will have only owned her for about three months when they start the Rally. But she's sure to fulfill one desire they listed on their entry: "A new adventure in a quick boat." The current plan is to turn left at Panama and spend a couple of years in the Caribbean.

Crew for the *Ha-Ha* includes John and Connie Meyer and Richard Melton.

### **Tess — Tumlauren 30**

#### **Yri Faria, San Francisco**

Tess is carrying one of the youngest crews in this year's fleet. Owner Yuri is a 34-year-old agricultural engineering student, and his pal and crewman Jaoa Paulo Ungaretti is a 27-year-old film student. You single cruising ladies will also want to know they're both clean-cut, good-looking guys — with their own boat!

The boat herself is a veteran Knud

Reimers cutter built in 1947. She made the trek from Denmark to San Francisco on her own bottom sometime in the past, and resumes her cruising career with the *Ha-Ha*. The "second part" of the trip will see Yuri sail the boat back home to Brazil.

### **Tete de Cuvee — Packet Cat 35**

#### **Bruce Emmons, Santa Rosa**

One of a few catamarans on this year's *Ha-Ha* — and the only multihull offering from Island Packet Yachts — Bruce and his crew, Craig Yort, are looking forward to the Rally with "high anticipation." They are otherwise men of few words and didn't volunteer much other information, aside from the fact that they both have a couple of previous Mexican cruises under their belts, and Craig once made a passage from Florida to Wisconsin. Now there's an unusual cruise!

### **The Rogue — Catalina 50**

#### **C.J. Nizic, Gold Beach, OR**

C.J., a bio-tech engineer, wasn't overly wordy on his application/information forms. In fact, not only do we not know

his first name, we don't know his wife's either, except that it begins with an 'F.' Crewman Jim Kloch got a full byline, though.

Nevertheless, C.J. certainly knows cruising. He lists Europe, Asia and South and Central America as former cruising grounds, although curiously, this will be his first trip to Mexico. We'll see if we can find out more about him and 'F' when they get there.

### **Tranquilo — Catalina 400**

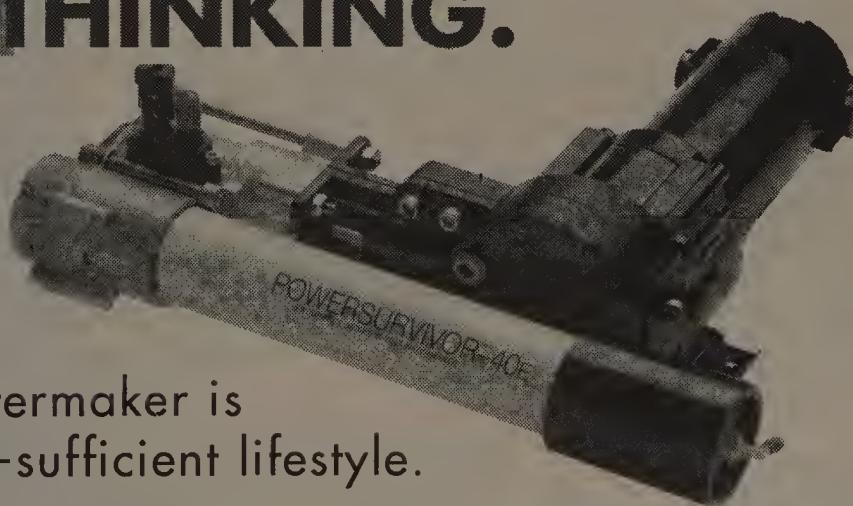
#### **Lloyd & Colleen Clauss Huntington Beach**

"Last year I decided life was too short not to 'ha ha,'" says Lloyd. Whether he's talking about the Cruiser's Rally or the fact that laughter is the best medicine, he's on the right track on both counts. Crewing for the former project manager and his wife Colleen are Bob Snyders, Malcolm Fraser and David Price.

The Clausses have made two previous Mexican cruises aboard other boats, but this will be their first aboard *Tranquilo*, which they've owned for less than a year. As Lloyd notes in his entry form, "Let the party begin!"

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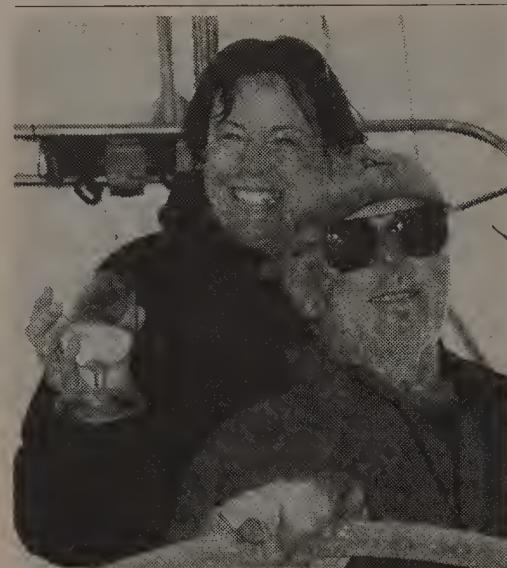
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## Tumbleweed — Passport 40 David & Mollie Spaulding Sausalito

Here's a well-travelled group. Separately, David Spaulding, Mollie Squires and Ha-Ha navigator Dan Thatcher boast Caribbean cruises, sails to Hawaii and back, Panama Canal transits, a couple of previous Baja Ha-Has (and a Baja Bash back home) — even a Miami-Nassau Race, two SORCs and an English Channel Race!

The boat herself is a South Pacific vet, having completed a five-year cruise to New Zealand and back home to Seattle, where David and Mollie found her earlier this summer. Rounding out the crew complement for the Ha-Ha is Steve Hratko, but we don't know where he's sailed.

Now, after 20 years of cruising on other people's boats (and raising a daughter, and retiring from corporate careers) Mollie and David are finally heading out on their own. If they continue to like the life after arrival in Cabo, they'll continue to live the life. If not, they'll come home and "go onto our next life adventure," says David.



*After decades of crewing, David and Mollie of 'Tumbleweed' are finally calling the shots.*

## Tumbleweed — Island Packet 350 Frank & Martha Mowry, San Diego

The second *Tumbleweed* in this year's fleet might not be as well travelled as the Spauldings' boat of the same name, but the skipper sure is. Frank has sailed over 2,000 miles through Scandinavia and across the North Sea to Scotland.

Frank started the sailing game hot

and heavy as a youngster back in the '30s. After racing Stars and Lightnings, he stopped in the '40s, taking almost a 50-year sabbatical to finish school and start a long career "mendin' broken hearts" in Albuquerque. No, he's not a country-western singer — he's a cardiologist. He got back into sailing via a J/World course in the early '90s and was soon 'back in the groove,' sailing *Tumbleweed* on several short voyages to Catalina and Ensenada. Now he and Martha have sold "the house, the car, the dogs and the clothes", and "are looking forward to sotthing and meeting people who have similar mental problems." Crewman John Newstead will get off at Cabo, after which the Mowrys will continue on to Panama and the Caribbean.

## Unicorn — CMS 41

### Kerri & Larry McConnell, Everett, WA

All boat names have stories. *Unicorn's* was chosen "because legend says that, once tamed, a unicorn will carry you anywhere," says Larry. "We hope the Ha-Ha gives us the opportunity to tame her."

As a shakedown for the Ha-Ha, Larry

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# — CRUISIN' TO THE CAPE



*After a lot of hard work, Teff of 'Whatever' has cashed out of the telecom biz.*

Mark has found to his dismay that almost all reference material he can find on the boat is in Swedish. But the couple figured her out pretty well during a cruise to Alaska earlier this year. Upon their return to Washington, they did little more than load crewman Tim Vore (Mark's brother) aboard and head south for the Ha-Ha. They'll winter in Mexico then head for the South Seas.

Mark spent 30 years with the Forest Service fighting fires. He met Mary Lynn 'on assignment' and "with the flame in her eyes and the soot on her face, it was love at first sight," he says. For their retirement, they wanted to do something completely different, so in 1995 they learned how to sail and, well, here they are.

# BAJA HA-HA 10 PREVIEW, PART III

somewhat avoided being bitten by the sailing bug until later in life. But the toxin was, if anything, more potent. A senior project manager raising two kids in Fresno, he would peruse the local papers from time to time "to see if there were any sailboats in my nonexistent price range." One day, 10 years ago, there was. Wife Leslie told him to buy it just to shut him up.

Now, four boats and many happy coastal sailing miles later, the Abstons (Nicholas is 13, Katie is 11), along with crewman Bob Dean, are heading south with the Ha-Ha fleet. After that, the only question remaining is whether to turn right or left at Panama.

## Western Grace — Christensen 53

**John & Joanne Van Strien**  
**Burnaby, BC**

John and Joanne have known one another since the third grade in the Netherlands, although John reports "she didn't want anything to do with me until we were 16." They married at 20 and started a successful business selling underwear. After they got bored with that, they emigrated to Canada and started a



*Stephanie and MJ will be taking Mom along on the Ha-Ha this year aboard 'Wheatstrong'.*

pig farm, which they ran as a business until they retired in their early 40s in 1995. (We swear we're not making this up.) After 20 years of dealing with pigs, they felt well qualified to deal with sailors and bureaucracy, so they started Nanaimo Charters and Sailing School. They sold out in 2001 and concentrated on getting the brand-new (launched in 2002) steel-hulled *Western Grace* ready for the Ha-Ha and beyond.

Accompanying them south is paramedic friend Andy Baron and probably a few other last minute victims . . . uh, crew.

## Wheatstrong — Peterson 44

**MJ Peterson & Stephanie Yoshimoto**  
**San Francisco**

*Wheatstrong* gets her unusual name from the moniker given owner Mike "MJ" Peterson when he lived and worked in China in the late '90s. 'Mai ke Qiang' literally translates to "wheat strong," a reference to his family's Canadian farmer roots.

The Ha-Ha is the realization of a dream for the 37-year-old consultant and his significant other, Stephanie Yoshimoto. MJ's mother Mary, a long-time sailor and dreamer herself, is also going along. Rounding out the crew complement is friend Richard Floyd. All of them quit their jobs to go sailing. So what's 'sail strong' in Chinese?

## Wilderness — Aerodyne 38

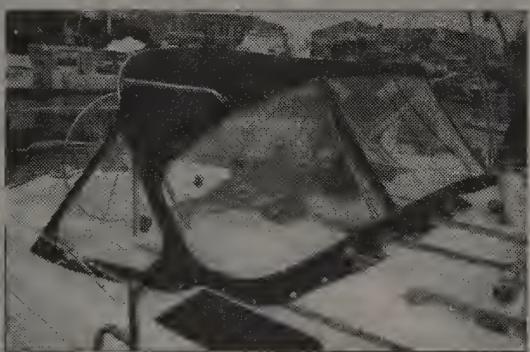
**Jeff & Naomi Rothermel, King Harbor**

This will be the second Ha-Ha for Jeff and Naomi. After the 2001 event, they (along with their cat, Louise) headed up into the Sea of Cortez for a three-month sailing adventure that included great snorkeling, hiking, food and the occa-

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# — CRUISIN' TO THE CAPE

sional storm. The worst blow kept them trapped with three Mexican fishermen on Isla Carmen for four days. All in all, the trip went well enough that they got engaged on New Year's Day in San Jose del Cabo.

Now that Jeff, an electrical engineer, and Naomi, an architect, are 'legit,' they are using the Ha-Ha to jump-start a new life together. But not in the usual way of most cruisers. Both only 35 years old, they're a long way from retirement. So after the Ha-Ha, they'll head through Panama and up the East Coast to their new shoreside home in Rhode Island.

## Windtoy — Morgan 45

**Anthony Barone**  
**Walnut Creek**

Some cruisers rough it, some don't. Anthony and crew Elan Caspi, Bruce Gillis and Cornelia Gould, definitely fall



*Naomi and Jeff of 'Wilderness' are actually on their way to work — in Rhode Island.*

into the latter category. Among amenities aboard Windtoy — a bathtub, washer/dryer, watermaker, three-blade prop... "The boat is our vacation home," explains Anthony, one that he and wife Sharon plan to use to start a new phase in their lives. (She will join the boat in Mexico.)

Anthony has cruised Mexico before, as well as the Greek Islands and the BVI, but he always had to return home. Now retired, his schedule is more open. After Cabo, "south" is the only itinerary he and

Sharon have planned.

## Windsong — Islander 36

**Frank Nitte & Shirley Duffield**  
**San Diego**

Frank was an airline reservationist who used to dream about cruising and particularly the Ha-Ha. When 9/11 happened and he lost his job, he decided, "Let's go!" They didn't quite make it last year (although they watched the fleet depart from Point Loma); but this year, they're on their way. They've been working nonstop on Windsong for the last year, and there's probably no boat (or owners) in the fleet more ready to get outta Dodge.

We don't know how Windsong will do on the Rally down, but if there were a "best toys" category, we'd be having it engraved with their names right now. Along with the usual cruising gear, they've got two TVs, DVD and VCR players, a hookah, guitar and assorted percussion instruments and an industrial blender. With the latter, every port is Margaritaville.

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# BAJA HA-HA 10 PREVIEW, PART III

## **Yemaya — Hunter 410**

### **Bob Edmunds, South Jordan, UT**

"As long as I can remember, I have been addicted to the narcotic of adventure," says Bob. The first evidence of the resulting brain damage was volunteering for Special Forces during the Viet Nam war "to avoid being drafted." But he lived to tell about it, and his training in scuba, mountaineering and wilderness survival has played key roles through many more adventures.

A dozen years ago, he became a certified PADI scuba instructor, which allowed him to organize and guide dive trips all over the world. "Everywhere we went, I'd see cruising sailors and long to experience the satisfaction, solitude and adventure that I knew must surely accompany that lifestyle," he recalls. He started sailing Hobie cats at resorts and before long found himself aboard an old Dawson ketch ("a real scow"), teaching himself to sail on the Great Salt Lake. The clincher was an invite by friends going on a Caribbean charter. After experiencing Foxy's, Billy Bones, Willy T's, great diving and warm trade winds his fate was sealed.

Accompanying Bob south on the Ha-

Ha are pals Ron Rostwicki and Harold Biggs.

## **Zephyr — Cascade 36**

### **Jan Meyer, Rancho Cordova, CA**

"My smile will make the Cheshire Cat jealous," notes Jan of how he'll look when the Ha-Ha finally starts. Possibly outshining him will be his first mate Anna Sparks, whose smiles "light up the room," he says.

Zephyr is only the second boat Jan's owned since he took up sailing in 1990, but she's definitely "the one." The previous owner proved her mettle with an Alaska-Oregon-San Francisco cruise, and Jan and Anna have sailed her all over locally, including around the Farallones. They've also chartered in such locales as Thailand, and spent the last three Thanksgivings aboard chartered boats in Catalina.

Also aboard Zephyr for the Ha-Ha are Charles and Carol Fallon.

## **Zykanthos — Skye 51**

### **Dan Matarangas, Hollister**

Dan recently retired as VP of Student

Services at Mission College and finally has the time and the boat to do the kind of sailing he wants — which is basically warm and fun. In past years, he has raced or delivered boats to Mexico, and participated in four TransPacs. But the heavy-displacement Zykanthos is built for comfort, not for speed, and that's just fine with Dan.

Dan is looking forward to meeting many new friends during the Ha-Ha and beyond. To tide him over until that happens, he's bringing a bunch of old friends along as crew, including Steve Hawkes, Carl White, Bernadette Bosing, Steve Trout, Bill Parker and Jason Lauer.

**W**hew! This is one whoppin'-big fleet of cruisers. We wouldn't be surprised if the Mexican economy made a substantial upturn shortly after they make landfall at Cabo.

If you're feeling a bit left out after reading about all these lucky sailors, all we can say is, "There's always next year!"

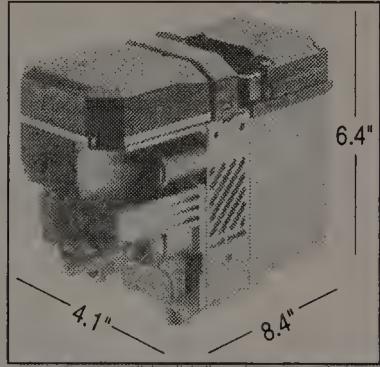
In the meantime, be sure to tune in next month for our complete wrap-up report.

— latitude/aet & jr

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# THE RACING

With reports this month on four different women's regattas; the biggest **Jessica Cup** yet; a routine **Yankee Cup** and **Champion of Champions**; the **25th International Masters Regatta**; the annual **Wallace Cup** for East Bay clubs; lots of races in **Santa Cruz**; the **beer can series final results**; and the usual pile of **box scores** and **race notes** at the end.

## Women's Regattas

There seems to be no shortage of sailing regattas for women lately, a trend which we heartily applaud. The most prestigious of these venues continues to be the Rolex International Women's Keelboat Championship, a biennial championship now held in J/22s in Annapolis. Twenty-three year old Sally Barkow, a rising star from Nashotah, WI, took the title with a consistent 8,10,(28),1,4,8,2,3,8 record. Sixty-six teams representing seven countries and seventeen states competed in the 9-race, 1-throwout regatta. Conditions ranged from light to nuclear, with the fourth day of racing falling into the 'demolition derby' category.

Barkow, a two-time collegiate All-American from Old Dominion ('02), sailed with Debbie Capozzi, Carrie Howe and Annie Lush, all of whom are 22 or 23 years old. Barkow, Capozzi and Howe — like many of the top teams at the IWKC — were taking a buswomen's holiday from their Olympic Yngling campaign. Two other

'01 winner, five-time IWKC and Rolex Yachtswoman of the Year Betsy Alison, had a tough regatta, taking two black flag penalties.)

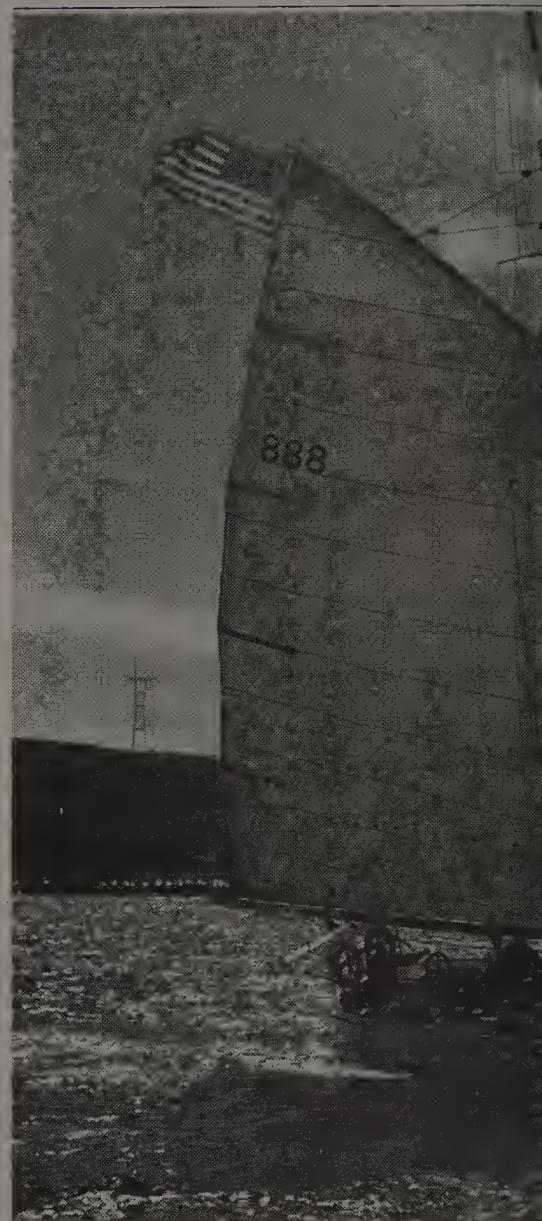
Fourth place, and top California boat, went to Mary Brigden of San Diego, who sailed with Jerelyn Biehl, Julie Mitchell and Stacy Szabo. Nancy Haberland was fifth, earning the new City of Annapolis trophy for top hometown finisher. Haberland's crew included two sought-after Bay Area crew, Karina Shelton and Aimee Hess. Top NorCal honors went to Monterey Peninsula YC member Donna Womble, who posted a very respectable 13th place with crew Emily French, Karen Loutzenheiser and Erica Museler. See [www.race.annapolisyc.org/rolexkeelboats](http://www.race.annapolisyc.org/rolexkeelboats) for more.

Closer to home, Sausalito YC and Berkeley YC each hosted their annual women skippers cups (male crew are allowed). SYC expanded their format to two days for the first time, and was rewarded with a healthy 26-boat turnout. Sponsors of the weekend were Sausalito Pottery, Grand Prix Sailing Academy and local realtor Peg Copple, and all entry fees from the fun weekend went to the Tall Ships Semester for Girls. Boat partners Fran Kassberg and Kristen Lane sailed their J/105 *Walloping Swede* to straight bullets, earning unofficial MVP honors.

BYC's race, a 10-miler in a 15-to-25 knot westerly, was won by Marceline

Therrien in her Wylie Wabbit *Usagi* ("rabbit" in Japanese). "Clearly, there was way too much reaching involved!" joked runner-up Bobbi Tosse, who corrected out three minutes behind *Usagi* with her familiar Farr One Ton *Bodacious*.

Meanwhile, down in Long Beach, Claudia Wainer won a small and weather-

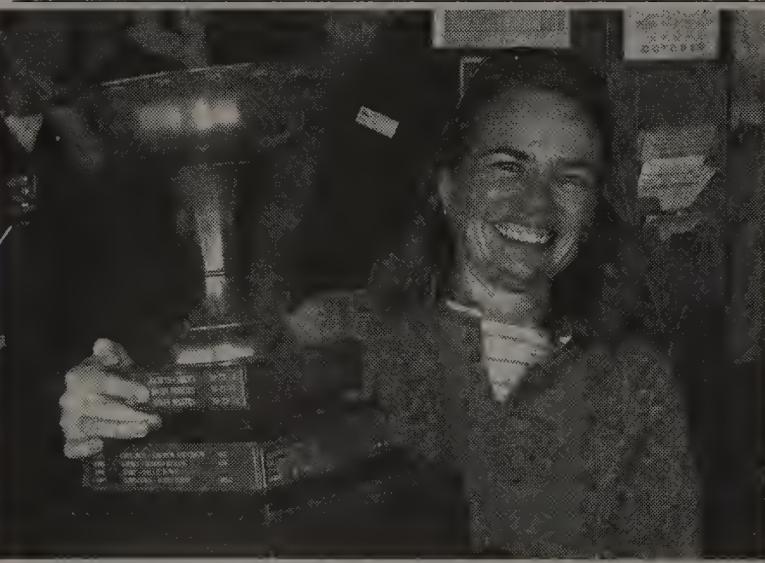


abbreviated (too much fog on Sunday) Linda Elias Memorial Women's One Design Challenge. This was the 12th running of this all-women, Catalina 37 regatta, now renamed to honor the late Linda Elias, a popular three-time winner who succumbed to cancer last January. Wainer, a marriage counselor, seems to have a stranglehold on the event, upping her record to four wins in the last five years.

The Adams Cup, US Sailing's annual women championship, was underway in North Carolina as we went to press. Check out [www.ussailing.org/adams](http://www.ussailing.org/adams) to see who won.

### ROLEX IWKC (Annapolis YC: 9/27-10/3):

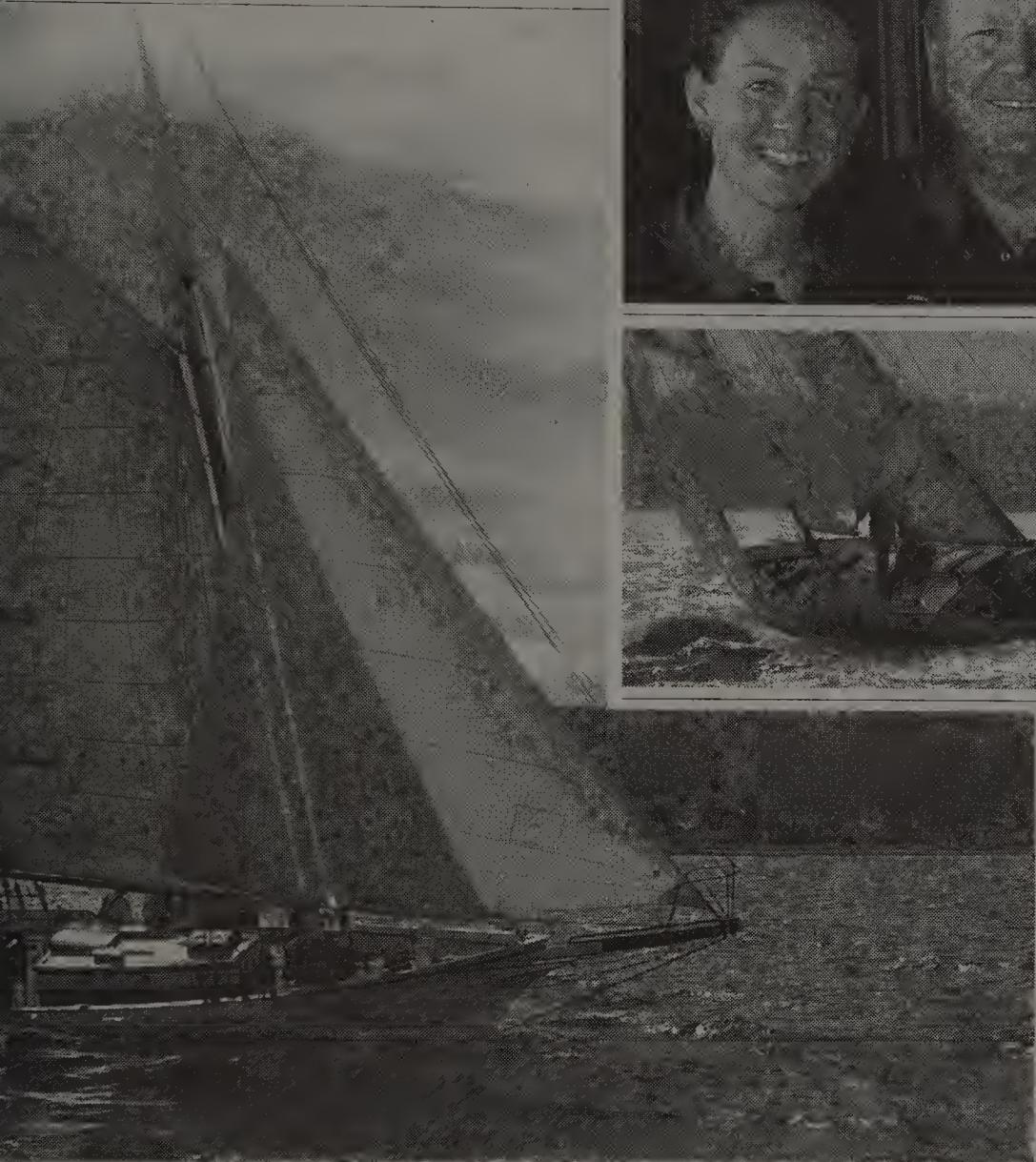
- 1) Sally Barkow, Nashotah, WI, 44 points; 2) Paula Lewin, Paget, BER, 58; 3) Carol Cronin, Jamestown, RI, 60; 4) Mary Brigden, San Diego, 71; 5) Nancy Haberland, Annapolis, 80; 6) Karleen Dixon, Auckland, NZL, 84; 7) Dominique Provoyeur, Cape Town, RSA, 100; 8) Betsy Alison, Newport, RI, 101; 9) Lorie Stout, Annapolis, 113; 10) Phebe King, An-



PAUL KAMEN

**Silly wabbits!** Marceline Therrien and her 'Usagi' crew, Greg McCuen and Attila Plasch, ran away with the BYC Women Skipper's Cup this year.

Ynglingers rounded out the podium — Paula Lewin of Bermuda (with Bay Area sailor Dana Riley among her crew) was second, and '01 IWKC runner-up Carol Cronin of Jamestown, RI, was third. (The



*'Brigadoon'* was the big winner at the Jessica Cup. Inset, Lindsey and Terry Klaus of 'Brigadoon', and the stately 'Elizabeth Muir'.

napolis, 113; 11) Susan Meredith, Annapolis, 116; 12) Derby Anderson, Annapolis, 116; 13) Donna Womble, Carmel Valley, CA, 116; 14) Melinda Berge, Annapolis, 123; 15) Amber West, Auckland, NZL, 125.6. (66 J/22s; 9 races; 1 throwout)

#### SAUSALITO YC WOMEN SKIPERS (9/27-28):

J/105 — 1) **Walloping Swede**, Fran Kassberg/Kristen Lane, 3 points; 2) **Hazardous Waste**, Linda Bradford, 8. (5 boats)

SPINNAKER — 1) #100, IOD, Jenni Daily, 4 points; 2) **Summer Moon**, Synergy 1000, Krysia Pohl, 7; 3) **Truant**, Swan 38, Laurie Bolard, 12. (7 boats)

NON-SPINNAKER — 1) **Tackful**, Santana 22, Cathy Stierhoff, 6 points; 2) **Inshallah**, Santana 22, Shirley Bates, 7; 3) **SouLatitude**, J/24, Erin Sty-pulkoski, 11; 4) **Bamboozled**, J/24, Paola de Cecco, 14; 5) **Roebot**, Catalina 30, Julia Ladis. (12 boats) (3 races; no throwouts)

#### BERKELEY YC WOMEN SKIPPER'S CUP (10/5):

DIV. A (150 and under) — 1) **Usagi**, Wylie Wabbit,



ANNA LEERSSEN



LATITUDE/JR

Marceline Therrien; 2) **Bodacious**, Farr One Ton, Bobbi Tosse; 3) **Takeoff**, Laser 28, Joan Byrne. (6 boats)

DIV. B (151 and over) — 1) **Mission Impossible**, Merit 25, Teresa Scarpulla; 2) **Bewitched**, Merit 25, Laraine Salmon; 3) **Starkite**, Catalina 30, Laurie Miller. (7 boats)

OVERALL — 1) **Usagi**; 2) **Bodacious**; 3) **Takeoff**. (13 boats; 10.2 miles)

#### LINDA ELIAS MEMORIAL (LBYC: Oct. 18):

1) Claudia Wainer, Long Beach YC, 8 points; 2) Annie Nelson, Balboa YC/San Diego YC, 9; 3) Carla Thorson, Women's Sailing Assn. of Santa Monica Bay, 11; 4) Colleen Cooke, Southwest YC, 14; 5) Jenny Nelson, Dana Point YC, 21; 6) Laura de Legorreta, Puerto Vallarta YC, 21. (6 Catalina 37s; 4 races; no throwouts)

#### **Jessica Cup**

"This year's Jessica Cup was the biggest and arguably best one yet!" claimed StFYC vice commodore Terry Klaus. Of course, Klaus might have been a little biased — he's the current regatta developer, and also sailed his classic 50-footer

*Brigadoon* to a resounding victory in the Gaff Division.

The StFYC-hosted, 10-mile lap around the Central Bay on October 18 attracted 22 big (as in over 30-ft) Master Mariner woodies this year. Unlike the bigger Master Mariners Regatta in May, this race is scored under a modified version of the CCA rule — still using formulas and notes created by the late, legendary Myron Spaulding!

Conditions were ideal for these vintage beauties, with gentle currents and winds peaking at a relatively mild 15 knots. However, the otherwise perfect day was marred with splinters and bloodshed when two big Marconi boats, *Radiant* on port and *Barbara* on starboard, collided on the starting line. *Barbara*'s bowsprit snapped off in the encounter, which spun the boats side-by-side. *Radiant*'s boom then strafed *Barbara*, gashing open a crewmember's head and sending him to the hospital. The crewmember recovered, but the class didn't — *Elizabeth Muir*, as the only boat left, won the Jessica Cup (which goes to the winner of Marconi-I) in a sailover.

Klaus's *Brigadoon*, with Ed Bennett calling tactics and Terry's college-age daughter Lindsey in the crew, won the Gaff class with six minutes to spare. For their efforts, they were awarded the event's other big pickle dish, the Yankee Cup (top big Gaffer). Other class winners were the 35-ft *Sunda*, well-sailed by Bob and Ian Rogers, and *Youngster*, Ron Young's IOD (a late entry which somehow ended up in the Farallon Clipper class).

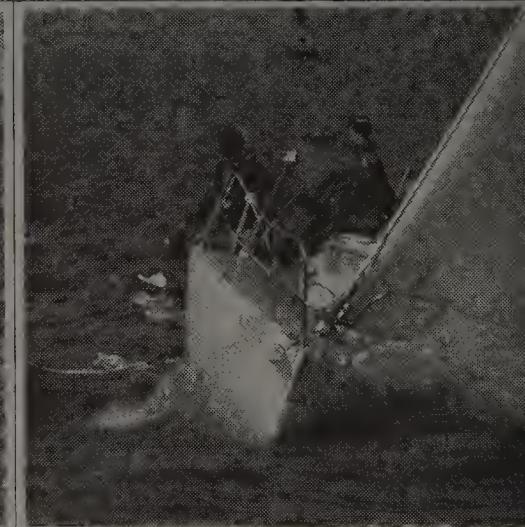
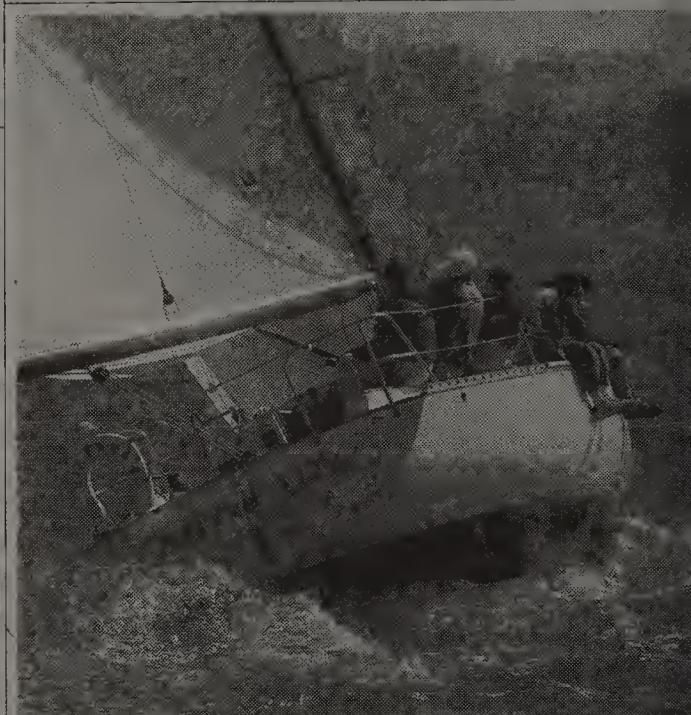
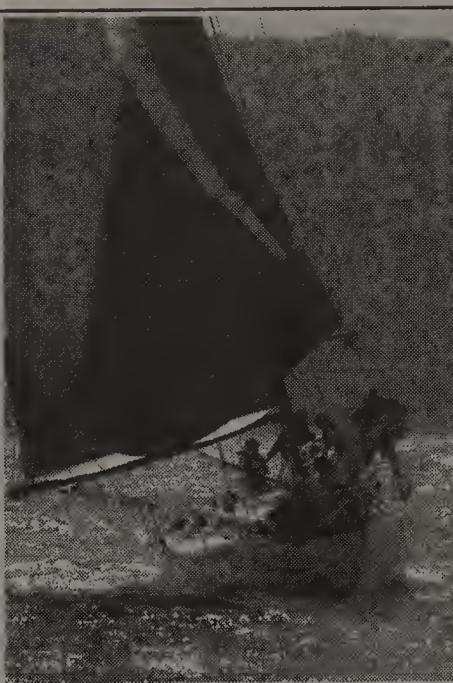
In 2004, when Klaus ascends to the commodore role at St. Francis, he hopes to expand the Jessica Cup to a two-day, multi-race regatta/celebration. "Maybe we can even lure some Southern California boats up here next year," he said.

**GAFF** — 1) **Brigadoon**, 50-ft Herreshoff schooner, Terry Klaus; 2) **Makani Kai**, 40-ft Sea Spirit ketch, Ken & Kris Inouye; 3) **Johanna**, 41-ft Alden gaff cutter, Richard Ruddick; 4) **Yankee**, 52-ft Stone schooner, Ray O'Neal. (7 boats)

**MARCONI-I** — 1) **Elizabeth Muir**, Eldridge McInnis 48-foot schooner, David Hamilton. (3 boats; all others DNF)

**MARCONI-II** — 1) **Sunda**, 35-ft Seaborn sloop, Bob Rogers; 2) **Flirt**, 31-ft Charles Mower sloop, Peter Strietmann; 3) **Stoma of Mey**, 37-ft Freeman ketch, Dee Dee Lozier; 4) **Adagio**, unknown, David Howell. (8 boats)

**FARALLON CLIPPER** — 1) **Youngster**, IOD,



Ron Young; 2) Credit, Farallon Clipper, Bill Belmont.  
(4 boats)

Full results — [www.stfyc.com](http://www.stfyc.com).

#### **Yankee Cup/C-of-C**

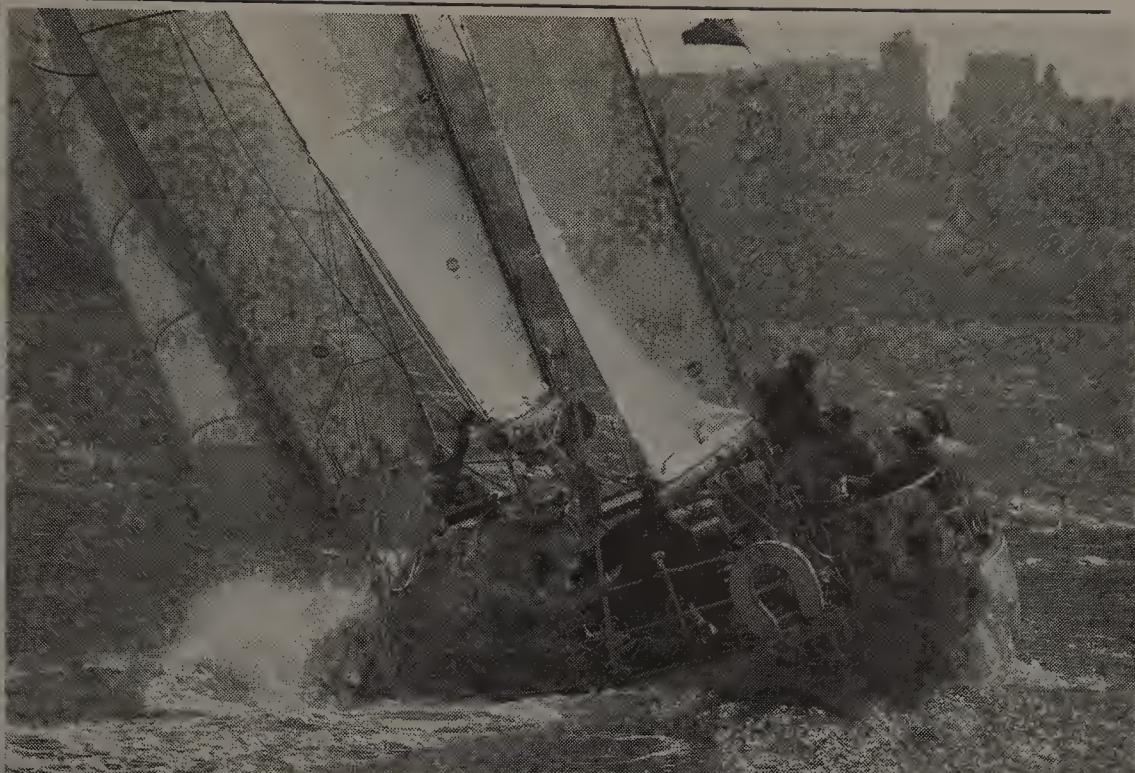
The annual season-ending Yankee Cup (HDA championship) and Champion of Champions (ODCA champs) took place on Saturday, October 18, on the Cityfront. Island YC fired the guns for 18 boats in the two groups, which started separately but sailed the same three courses — a

short windward/leeward in a 5-7 knot westerly, a longer windward/leeward in 10-12 knots, and a triangle, windward/leeward in about 15 knots.

Three different HDA boats won races — *Star Ranger*, *Shenanigans* and *Hoot*. However, Steve Seal's ubiquitous WylieCat 30 *Silkye* was the most consistent boat, scoring a 2,4,2 record to win the Yankee Cup handily. Seal, whose boat partner John Skinner was absent that day, sailed

with WylieCat aficionados David Green and Jake Cartwright. "The wind was really unsettled, shifting back and forth as the fog moved in and out," noted Seal, an Alameda rigger.

Meanwhile, the smallest boat in the Champion of Champions — Mike Andrews' 2003 Santana 22 *Bonito* — topped that fleet with a 1,2,5 record. Andrews, who found the PHRF regatta fairly mellow after just participating in the Melges



**Scenes from the Yankee Cup and Champion of Champions, including a rare (for October) Santa Claus sighting. All photos Latitude/JR.**

24 Worlds, sailed with Wayne Best (bow) and Shawn Grassman (trimmer). "We tried to find clear air, and not make any tactical mistakes," said Andrews, a container yard manager on the Oakland Estuary. "I kept telling my crew that I didn't like the view from last place, but it all worked out."

The big boats, notably *Advantage 3*

and defending champion *Eclipse*, came on strong at the end as the wind and flood increased. They each scored a bullet — but by then, it was a case of too little, too late.

**YANKEE CUP** — 1) *Silkye*, WylieCat 30, Steve Seal, RYC, 8 points; 2) *Shenanigans*, C&C 36-1 DK, Mike Maloney, BYC, 12; 3) *Hoot*, Olson 30, Andy Macfie, RYC, 14; 4) *Mintaka 4*, Farr 38 mod., Gerry Brown, BYC, 15; 5) *Silent Movee*, Islander 28, Patrick Fryer, SRYC, 18; 6) *Star Ranger*, Ranger

26, Simon James, SSS, 19; 7) *Bodacious*, Farr One Ton, John Clauser, BYC, 19; 8) *Chimera*, Custom Little Harbor 47, Grant Miller, EYC, 19; 9) *Jeannette*, Tartan Ten, Henry King, BYC, 20; 10) *Lelo Too*, Tartan 30, Emile Carles, OYC, 21. (10 boats)

**CHAMPION OF CHAMPIONS** — 1) *Bonito*, Santana 22, Mike Andrews, EYC, 8 points; 2) *Always Friday*, Antrim 27, John Liebenberg, RYC, 10; 3) *Advantage 3*, J/105, Pat Benedict, Diablo SC, 11; 4) *Eclipse*, Express 37, Mark Dowdy, SFYC, 11; 5) *Zeehound*, Newport 30, Gary Boell, RYC, 11; 6) *Loose Lips*, Merit 25, Phillip Mai, BYC, 17; 7) *Starkite*,

# THE RACING



Catalina 30, Laurie Miller, BYC, 19; 8) Serendipity, Cal 29, Tom Bruce, RYC, 25. (8 boats)  
Full results — [www.yra.org](http://www.yra.org).

**Master blasters — The '03 winners, front row from left: John Ravizza, Skip Stevely, and Steve Toschi. Back row: skipper Malin Burnham and tactician Chris Boome. Right, 'Blackhawk' was rushed to the boat hospital after getting speared at a weather mark rounding. All photos Latitude/rob.**



## International Masters Regatta

San Diego legend Malin Burnham won StFYC's 25th International Masters Regatta on October 3-5, barely fending off a late charge by Seattle's Bill Buchan. Burnham put together a consistent 4,4, 4,3,7 record, sailing with local heroes Chris Boome, John Ravizza, Skip Stevely and Steve Toschi. This was the second time that Burnham, a past Star world champ and America's Cup campaigner, has won the Masters. Previously, he won the 1990 edition — the largest and toughest one ever — against a 19-boat fleet that included Paul Elvström.

"When Pax (Davis) invited me to come up for the Masters again, I said I'd only do it if he would round up an All-Star crew," said Burnham at the award ceremony. "Pax came through for me and, well, here we are!"

A small but tough fleet of 13 boats competed in the five-race, no-throwout regatta, which once again was sailed in borrowed J/105s and limited to invited skippers over 60 years old and crews over 45. Had there been a throwout, Buchan — who posted scores of 3,3,6,10,1 — would have won the regatta. Crewing for Buchan were his son and daughter-in-law, Carl and Carol Buchan, Dennis Clark and Bates McKee. Local J/46 owner and two-time Masters winner John Scarborough came in third, winning on a tiebreaker over Bruce Munro. Scarborough's squad consisted of John Buestad, Bill Claussen, Jim Lindsay and Gordie Nash.

Five different skippers took bullets, indicative perhaps of the depth of talent present — Don Trask took the first one, followed in order by Scarborough, Dave Irish, Robin Aisher and Buchan. The trophy for Best Boat of the Regatta went to Jaren Leet's *Irrational Again*, which was sailed by Pelle Petterson, Malin Burnham and John Jennings.

Despite relatively benign conditions, there was a lot of carnage at this year's Masters. At least two kites were de-

stroyed, the W.L. Stewart (StFYC's race committee boat) took a hit at the start of an ebbtide race, and — most grievous of all — a no-deflection T-bone knocked two of the J/105s out of the series. *Blackhawk*, steered by Pelle Petterson, tried to jam in at the weather mark on port in race four, leaving Bill Buchan, on starboard tack with *Wonder*, no options but to clobber them. Luckily, no one was injured in the crash, which left a gaping wound in the side of *Blackhawk* and munched up

## BEER CAN SERIES FINAL RESULTS

### Bay View Boat Club

#### Monday Night Madness

1) **Tiger Beetle**, Newport 33, Tom Collins, 7 points; 2) **That's Right**, Coronado 25, Kathy Wheatley, 10; 3) **Auggie**, Santana 22, Sally Taylor, 11; 4) **Kai Manu**, Cal 29, John Jaundzems, 19; 5) **Maverick**, Cal 25, Mike Goebel, 27. (14 boats, second half only — 5 races, 1 throwout)

**CHAMPION OF CHAMPIONS** — 1) **Maverick**, Cal 25, Mike Goebel; 2) **Tiger Beetle**; 3) **Tonto Ranger** 33, Allen Frazier. (5 boats — top three from first and second half, one race only)

### Benicia YC Thursday Nights

**FLEET A** (0-158) — 1) **Goldilocks**, Morgan 36, Nobel Griswold, 12 points; 2) **Freaks on a Leash**, Express 27, Scott Parker, 15; 3) **At Ease**, Santana 35, Jeff Christie, 16; 4) **Puppeteer**, F-24, Thom Davis, 28. (10 boats)

**FLEET B** (159-168) — 1) **Cayenne**, Olson 25, John Young, 9 points; 2) **Sunset Strait**, J/24, Eric Mickelson, 10. (6 boats)

**FLEET C** (168-up) — 1) **Noble Prize**, Newport

30, Robert Mott-Smith, 11 points; 2) **Warwhoop**, Contessa 33, Chuck Hooper, 13. (4 boats) (24 races, 6 throwouts)

### Berkeley YC Friday Nights

**DIV. I** (210 and above) — 1) **Roseanna Danna**, Cal 20, Pelle Dennis/Hatton Clifton, 12 wins; 2) **La Bruja**, Nightengale, Daniel Coleman, 3; 3) (tie) **Froggy**, Cal 20, Peter Connolly, and **No Name**, Ranger 23, The Unknown Sailor, 2.

**DIV. II** (faster than 210, shorter than 29 feet) — 1) (tie) **Loose Lips**, Merlin 25, Phillip Mai, and **Rail to Rail**, J/24, Thom Henneberger, and **Phantom**, J/24, Brian Angelo, 4 wins each.

**DIV. III** (faster than 210, longer than 29 feet) — 1) **Jeannette**, Tartan Ten, Henry King, 11 wins; 2) **Boogie Woogie**, Ranger 33, Michael Yovino-Young, 6; 3) **Flexi Flyer**, Soverel 38, Mitch Wells, 3. (25 races; approx. 50 boats; scoring is 'horse race' style, i.e., only first place counts)

### Corinthian YC Friday Nights

**SPINNAKER I** — 1) **Yucca**, 8-Meter, Hank



Wonder's bow. Estimates of the damage to *Blackhawk* ran into five digits, no doubt leaving StFYC's relationship with their insurance company somewhat strained.

An odd incident also occurred before the start of the second race on Saturday. With the regatta postponed, an inbound, fully-loaded container ship steamed right between the leeward gates and then through the starting line off Fort Mason, missing the anchored committee boat by about 100 feet. To the amazement of the Masters competitors, the container ship somehow missed all the buoys and boats, and the race soon got underway as if nothing had happened.

**International Masters, Class of 2003 — Front row, from left: Keith Musto, Pelle Petterson, Don Trask, John Scarborough, Bruce Munro, and Terry Anderlini. Back row: Robin Aisher, Lew Gunn, John Jennings, Bill Buchan, Lars Erik-Molse, Dave Irish, and Malin Burnham.**

As always, the Masters was as much fun ashore as on the water. Dry Creek Vineyard once again provided wine for the weekend's festivities, which were highlighted by the traditional Saturday night banquet. During the obligatory after-dinner speeches, renowned British yachting journalist Bob Fisher, who was sailing with Keith Musto, set a new Masters standard with his hysterical discourse on "the good old days."

**RESULTS —** 1) Malin Burnham, 22 points; 2) Bill

Buchan, 23; 3) John Scarborough, 28; 4) Bruce Munro, 28; 5) Keith Musto (UK), 28; 6) Robin Aisher (UK), 34; 7) Pelle Petterson (SWE), 34; 8) Dave Irish, 36; 9) John Jennings, 36; 10) Don Trask, 39; 11) Lew Gunn, 40; 12) Terry Anderlini, 43; 13) Lars Erik-Molse (SWE), 57. (13 boats)

**BOATS USED —** **Alchemy** (Tom Struttman/Walter Sanford), **Aquavit** (Roy Steiner/Tim Russell), **Arbitrage** (Bruce Stone), **Blackhawk** (Dean Dietrich), **Irrational Again** (Jaren Leet), **Jabberwocky** (Brent Vaughn), **Juxtapose** (Ariel Poler), **Kookaburra** (Craig Mudge), **Larrikin** (Stuart Taylor), **Natural Blonde** (Rob Cooper/Dennis Desinger/Lambert Thom), **Nirvana** (Raja Singh), **Sweet Memri** (Doug

## BEER CAN SERIES FINAL RESULTS

Easom, 15 points; 2) **Navigator**, Soverel 33; Bill Melbostat, 18; 3) **Psycho Puppy**, Melges 24, Dave Holscher, 32; 4) **Blue Chip**, Farr 40, Walt Logan, 34; 5) **Sabertooth**, J/105, Mike Eagan, 36; 6) **Tigger**, J/33, Francie Fridell, 55. (19 boats)

**SPINNAKER II** — 1) **Shenanigans**, Express 27, Bill Moore, 14 points; 2) **Abigail Morgan**, Express 27, Ron Kell, 17; 3) **Jimmy Riddle**, Moore 24, Rich Korman, 20; 4) **Desperado**, Express 27, Mike Bruzzone, 35. (11 boats)

**SPINNAKER III** — 1) **Vague Unrest**, Rhodes 19, Phil Simon, 14 points; 2) **Big Wow**, Rhodes 19, Tom Royal, 18; 3) **Abra**, Jeanneau 32, Bob Turnbull, 26. (8 boats)

**NON-SPINNAKER I** — 1) **Q**, Schumacher 40, Glenn Isaacson, 13.5 points; 2) **Basic Instinct**, Elliott 10.50, Jan Borjeson, 17; 3) **Jarien**, J/35, Bob Bloom, 25; 4) **Yeofy**, Express 34, Eileen Redstone, 29.5. (11 boats)

**NON-SPINNAKER II** — 1) **Quickstep II**, IOD, Rich Pearce, 22 points; 2) **Youngster**, IOD, Ron Young, 26; 3) **Smogen III**, Custom 36, Julie LeVicki, 26; 4) **QE3**, Tartan Ten, Tom Perot, 26; 5) **Prophet**,

IOD, Dennis Brewer, 49. (19 boats)

**NON-SPINNAKER III** — 1) **Peer Gynt VI**, Sprinta Sport, Jim Skaar, 18 points; 2) **Tension II**, Cal 20, John Nooteboom, 22; 3) **Chica**, Cal 20, Ted Goldbeck, 26; 4) **Ascona**, Comet 30, Jack Ulrichs, 26; 5) **Raccoon**, Cal 20, Crowe/Snow/Rudiger, 30; 6) **Fantasea Islander**, Islander 28, Kevin Reilly, 58. (23 boats)

(Second half only; 10 races; 2 throwouts)

### Encinal YC Twilight Series (Friday Night on the Estuary)

**DIV. A (0-125)** — 1) **Rascal**, Wilderness 30, Rui Luis, 7 points; 2) **Sydney**, Sydney 32, Chris Corlett, 8; 3) **Ragtime**, J/90, Ray Stootman, 10; 4) **Buzz Lightyear**, Capri 30, Rob Woelfel, 17. (11 boats)

**DIV. C (126-149)** — 1) **Wabooz**, Wylie Wabbit, Brett Allen, 6 points; 2) **Wile E. Coyote**, Express 27, Dan Pruzan, 7. (5 boats)

**DIV. C (150-175)** — 1) **Bewitched**, Merit 25, Laraine Salmon, 7 points; 2) **Spitfire**, Moore 24, Brant Adornato, 7. (6 boats)

**DIV. E (> 175)** — 1) **Lelo Too**, Tartan 30, Emile

Carles, 5 points; 2) **Snow Goose**, Santana 30, Ted Mattson, 10; 3) **Hippo**, Smith Quarter Ton, Mark Wommack, 12. (8 boats)

**FOLKBOAT** — 1) **Tempest**, Hal Wondolleck, 5 points. (3 boats)

**COLUMBIA 5.5** — 1) **Wings**, Mike Jackson, 4 points; 2) **Alert**, Dick Humphrey, 6. (4 boats) (Second half only; 5 races; 1 throwout)

### 43rd Folkboat Wednesday Night Series (at St. Francis YC)

**FOLKBOAT** — 1) **Polperro**, Peter Jeal, 26 points; 2) **Frihed**, Bill Madison, 26; 3) **Nordic Belle**, Eric Kaiser, 35; 4) **Windansea**, Don Wilson, 35; 5) **Little Svendie**, Laurence Chambers, 44. (12 boats)

**KNARR** — 1) **Svenkist**, Sean Svendie, 21 points; 2) **Bentino**, Terry Anderlini, 32; 3) **Penelope**, Griffith/DeVlin, 37; 4) **Eos**, Don Nazzal, 55; 5) **Sequoia**, Baldauf/Perkins, 59; 6) **#103**, Williams/Waldear/Reed, 59; 7) **Gossip**, Adams/Taft/Quigg, 62. (18 boats)

**IOD** — 1) **Xarifa**, Maser/Hinman, 19 points; 2) **Undine**, Adam Wheeler, 21. (5 boats)

# THE RACING

Bailey), **Whisper** (Eden Kim), **Wonder** (Tom Kennelly).

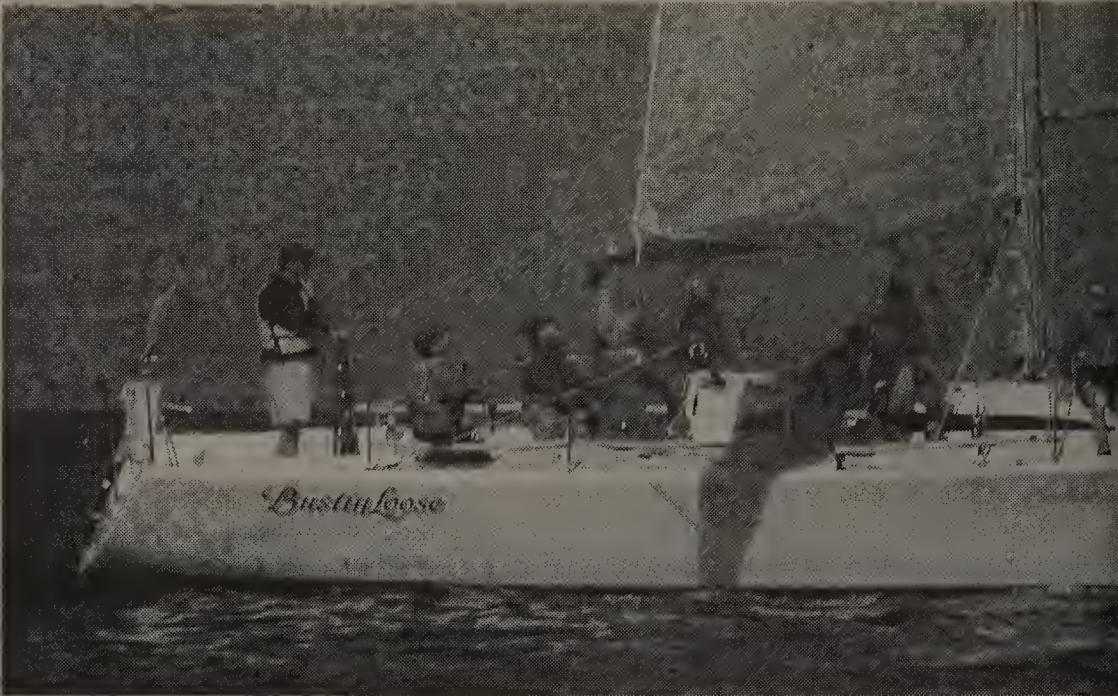
## Wallace Cup

The 66th running of the Wallace Cup regatta was staged by Oakland YC on Saturday, October 11. Thirteen boats from six different East Bay clubs showed up, all vying for the right to keep the venerable and ornate trophy for the next year. Each club can enter up to three boats of any PHRF rating, and everyone races together in one fleet. The competition has turned into something of an arms race, with long, light and tall-masted boats seemingly required for victory in the flat waters of the South Bay.

The wind filled in from the west early and remained steady at 8-15 knots all afternoon, unusual events in the South Bay in October. The boats raced around a 10-mile, 5-leg, windward/leeward course, starting off the south end of Alameda and finishing off San Francisco just in time to avoid the wakes kicked up by the Fleet Week crowd returning from the Blue Angels' performance.

Like last year, the race was a close battle between Oakland and Berkeley, but with the results reversed. Oakland YC's Dan Benjamin, sailing his Aerodyne 38 *Fast Forward*, led at every mark, but with a PHRF of 39, his lead on the water was deceptive. *Mintaka* 4, Gerry Brown's Farr 38 from Berkeley YC, appeared to be well back on the course, but was sailing right to the boat's PHRF of 90. When *Mintaka* 4 finished 8:40 behind, she had not quite saved her time, and *Fast Forward* was the winner by less than a

LARRY WEAVER



minute.

Two more Berkeley YC boats, *Jeannette*, a Tartan Ten owned by Henry King, and Marceline Therrien's Wylie Wabbit *Usagi*, were third and fifth respectively, with John Liebenberg of Richmond YC sailing his Antrim 27 *Always Friday* to fourth place.

Oakland YC's Jeff Winkelhake, sailing his J/120 *Convergence*, was in the hunt until the last leeward mark, when the 2,000-square-foot asymmetrical kite refused to come down, and Jeff headed for San Leandro while the rest of the fleet was bound for Pier 80 in San Francisco.

The Wallace Cup will be up for grabs again next year, probably on the weekend after Columbus Day/Indigenous Peoples' Day/Fleet Week. Until then, it will

*MPYC's Sydney 38 'Bustin' Loose' planes wildly down Monterey Bay during the Veeder Cup. Okay, at least they were moving.*

rest in Oakland YC's trophy case.

— ted keech

1) **Fast Forward**, Aerodyne 38, Dan Benjamin, OYC; 2) **Mintaka** 4, Farr 38, Gerry Brown, BYC; 3) **Jeannette**, Tartan Ten, Henry King, BYC; 4) **Always Friday**, Antrim 27, John Liebenberg, RYC; 5) **Usagi**, Wabbit, M. Therrien, BYC; 6) **Lelo Too**, Tartan 30, Emile Carles, OYC; 7) **Spindrifter**, Tartan 30, Paul Skabo, IYC; 8) **Wuvulu**, IB-30, John New, IYC; 9) **Mirage**, Black Soo, Ben Mewes, IYC; 10) **Cut Time**, Wylie 39 cust., C. King, AYC. (13 boats; [www.oyc.org](http://www.oyc.org))

## Santa Cruz Update

A flurry of regattas occurred in Santa Cruz last month, beginning with Santa Cruz YC's 75th Anniversary Regatta on

## BEER CAN SERIES FINAL RESULTS

**OVERALL (Degnan Trophy)** — 1) **Svenkist**, 67.97 points; 2) **Penelope**, 67.51; 3) **Polperro**, 68.7 (35 boats)

(12 races; 2 throwouts)

### Golden Gate YC Friday Nights

1) **Jam Jam**, J/24, Neal Ruxton, 16 points; 2) **Bosphorus**, unknown, Rick Wallace, 19; 3) **Just In Time**, Beneteau 42s7, Frank McNear, 23; 4) **MaryBelle**, Coronado 25, Bright Winn, 24; 5) **Banana**, Cal 2-29, Wayne Carley, 33. (12 boats; 9 races; 2 throwouts)

### Island YC Friday Nights

DIV. A (< 150) — 1) **Buzz Lightyear**, Capri 30, Rob Woelfel, 6 points; 2) **Top Gun**, Express 27, Bill Mohr, 8. (6 boats)

DIV. B (> 151) — 1) **Phantom**, J/24, John Gilliford, 6 points; 2) **No Name**, unknown, Mark Simpson, 11; 3) **Wuvulu**, IB-30, John New, 11; 4) **Lelo Too**, Tartan 30, Emile Carles, 16; 5) **Dulcinea**, Killer Whale 25, Mike Mathiessen, 18. (12 boats)

**WABBIT** — 1) **Wal'oz**, Brett Allen, 7 points; 2) **Wet Bunnies**, Bill Gardner, 9. (6 boats)

**NON-SPINNAKER** — 1) **Atuna Matata**, unknown, Bill King, 5 points; 2) **My Tahoe Tool**, unknown, Steve Douglass, 8. (6 boats)

(Second half only — 5 races; 1 throwout)

### Oakland YC Sweet Sixteen Series (Wednesday Nights)

DIV. I (< 132) — 1) **Golden Moon**, Express 37, Kame & Sally Richards, 5 points; 2) **Buzz Lightyear**, Capri 30, Robert Woelfel, 12; 3) **Elan**, Express 37, Bill Riess, 12. (7 boats)

DIV. II (132-189) — 1) **Morning Dew**, Kiwi 29, Vince Boley, 7 points; 2) **Bewitched**, Merit 25, Laraine Salmon, 8; 3) **Double Agent**, Merit 25, Robin Olivier, 9. (10 boats)

DIV. III (180s) — 1) **Snow Goose**, Santana 30, Ted Mattson, 6 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 7. (6 boats)

DIV. IV (> 190) — 1) **Cat Walk**, Ariel 26, Scott Wall, 12 points; 2) **Wild Moose**, Hinckley Great Harbor 26, Michael Hanf, 12; 3) **Lyric**, Thunderbird, Allen Barth, 14. (8 boats)

**COLUMBIA** 5.5 — 1) **Maverik**, Doyle Sails, 8 inns; 2) **Alert**, Richard Humphrey, 9. (5 boats)

(Second half only; 7 races; 2 throwouts)

### St. Francis YC Friday Night Windsurfing Series

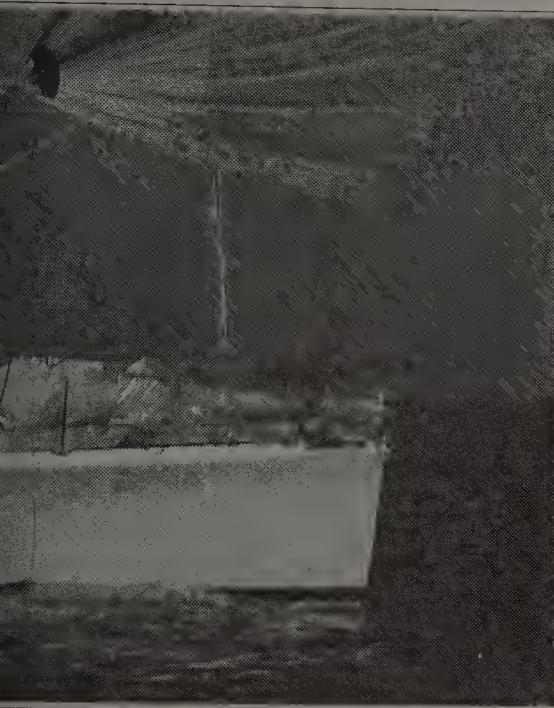
1) **Bill Weir**, 10 points; 2) **Steve Bodner**, 22; 3) **Chris Radowski**, 34; 4) **David Wells**, 35; 5) **Jean Rathie**, 37; 6) **Al Mirel**, 40; 7) **Ben Bamer**, 55; 8) **Jim Kirakis**, 68; 9) **Alan Prussia**, 70; 10) **Fernando Martinez**, 70. (24 boards; 11 races; 2 throwouts)

### Sausalito YC Sunset Series (Tuesday Nights)

J/105 — 1) **Hazardous Waste**, Oihak/Sack/Youngling, 11 points; 2) **Jose Cuervo**, Sam Hock, 21; 3) **Whisper**, Eden Kim, 22. (7 boats)

DIV. A (spinnaker) — 1) **Gammon**, Tartan Ten, Jeff Hutter, 9 points; 2) **Lynx**, WylieCat 30, Steve Overton/JP Plumley, 10; 3) **Vitrum**, Catalina 470, 14. (8 boats)

DIV. B (non-spinnaker < 171) — 1) **Tom Cat**, Islander 36, Barry Stompe, 6 points; 2) **Quicksilver**, C&C 39, Carl Robinette, 9; 3) **Youngster**, IOD, Ron Young, 14; 4) **No Worries**, J/24, Kevin Stringer, 20. (10 boats)



September 27. Bret Gripenstraw and Dennis Bassano won the fairly quick pursuit race with their Melges 24 *Sofa King Fast*, beating the TP-52 *Rosebud* by about five minutes at the finish. Everyone 'won' who attended the party that night, celebrating the yacht club's seven and a half decades. It was founded on the Municipal Wharf in 1928, and moved to its present location in 1964.

Next up was the Grace W. Veeder Cup on October 4-5, the annual match race regatta between Santa Cruz YC and friendly crosstown rival Monterey Peninsula YC. SCYC, sailing the Sydney 38 *Animal*, won the sunny, moderate air series 3-1 with Trevor Baylis steering and Morgan Larson calling the shots.

The hits kept coming the following

weekend, as SCYC hosted the second annual Santa Cruz Invitational Regatta. After five races in Chamber of Commerce conditions, Shep Kett's *Octavia* had straight bullets to win the SC 50 class and Martin Braun's *Winnetou* continued her streak in the SC 52 class. The TP-52s were invited to race as well, but rumor has it that no one wants to go up against the all-conquering *Rosebud* at the moment.

On October 18-19, the Fall One Design Series and Fall SCORE/Double-handed Series wheezed to a halt. Results of all the above-mentioned regattas follow. See [www.scyc.org](http://www.scyc.org) for more.

#### 75th ANNIVERSARY REGATTA (September 27):

**SPINNAKER** — 1) *Sofa King Fast*, Melges 24, Bret Gripenstraw/Dennis Bassano; 2) *Rosebud*, R/P TP-52, Roger Sturgeon; 3) *Pegasus 30-4*, Mumm 30, Shark Kahn; 4) *Alta Vita*, Davidson TP-52, Bill Turpin; 5) *Sumo*, SC 27, Livingston/Cassady; 6) *Octavia*, SC 50, Shep Kett; 7) *Racer X*, unknown, M. Schipper; 8) *Roller Coaster*, SC 50, Jack Gordon; 9) *Outrageous*, Olson 40, B. Booth; 10) *Hanalei*, SC 27, Naef/Schuyler. (25 boats)

**NON-SPINNAKER** — 1) *Pegasus Star-4*, Star, Ed Adams; 2) *Pegasus Star-3*, Star, Philippe Kahn. (8 boats; all others DNF)

#### VEEDER CUP (MPYC: October 4-5):

**Animal**, Sydney 38, SCYC def. **Bustin' Loose**, Sydney 38, MPYC, 3-1.

Santa Cruz YC team — Matt Lezin (owner), Trevor Baylis (driver), Morgan Larson (tactician), Mark Golsh, Mike Evans, Peter Phelan, Rob Franks, Mike Holt, Shana Rosenfeld, Ben Lezin.

Monterey Peninsula YC team — Jeff Pulford (owner), Larry Gamble (driver), Mark Chandler (tac-

tician), Dave Morris, Luce Sahali, Robin and Betsy Jeffers, Merritt Bruce, Cam Lewis.

#### SANTA CRUZ INVITATIONAL (October 11-12):

**SC 52** — 1) *Winnetou*, Martin Braun, 8 points; 2) *Elixir*, Skip Ely, 10; 3) *Natazak*, Steve Williams, 12; 4) *Equity Kicker*, Karsten Mau, 21. (4 boats)

**SC 50** — 1) *Octavia*, Shep Kett, 5 points; 2) **Roller Coaster**, Jack & Carol Gordon, 13; 3) *Oaxaca*, Dick & Patti Cranor, 13; 4) *Surfer Girl*, Mike Travis, 20; 5) *Emily Carr*, Ray Minehan, 24. (5 boats) (4 races; no throwouts)

#### FALL SCORE/DH SERIES (final):

**CREWED** — 1) *Heartbeat*, Wylie 46, Lou Pambiano, 6 points; 2) *Animal*, Sydney 38, French/Lezin/Akrop, 8. (5 boats)

**DOUBLEHANDED** — 1) *Una Mas*, Moore 24, Larry Peterson, 3 points; 2) *Nobody's Girl*, Moore 24, Sydnie Moore, 7. (4 boats)

#### FALL ONE DESIGN SERIES (final):

**OLSON** 30 — 1) *Warpath*, Boraston/Gilliam, 5 points; 2) *Bullet*, Mike Gross, 9. (2 boats)

**SC 27** — 1) *Velocious*, G.W. Grigg, 13.5 points; 2) *Mistress Quickly*, Larry Weaver, 14; 3) *Sumo*, Livingston/Cassady, 19. (7 boats)



**Veeder victors** — Trevor Baylis (left), Morgan Larson (right) and a boatload of 'Animals' brought the Cup back to Santa Cruz YC.

## BEER CAN SERIES FINAL RESULTS

### Sheridan, 50. (11 boats)

**DIV. C (non-spinnaker > 171)** — 1) *Roeboat*, Catalina 30, Rod Decker, 5 points; 2) *Loafer's Glory*, Tartan 30, Charlie Holmquist, 13; 3) *Interlude*, Cal 2-27, Ken Crowe, 15; 4) *Juno*, Newport 28, Gary Stypulkoski, 16. (11 boats) (11 races; 2 throwouts)

**SANTANA 22** — 1) *Fiddler's Green*, John Slivka, 6 points; 2) *Inshallah*, Shirley Bates, 10. (4 boats) (Second half only; 4 races; no throwouts)

### South Beach YC Friday Nights

**DIV. I (spinnaker < 133)** — 1) *Jane Doe*, Olson 911-S, Bob Izmirian, 36 points; 2) *Moray*, 11 Metre, Mark Hecht, 47; 3) *Shady Daddy*, Ben 40.7, Joel Davis, 55; 4) *Sensation*, ID-35, Gary Fanger, 61; 5) *Northern Light*, Sani, 35, R. Neathery, 66. (17 boats)

**DIV. II (spinnaker > 133)** — 1) *Abra*, Jeanneau 32, B. Turnbull, 27 points; 2) *Dreamer*, Hunter 31, Doug Gooding, 44; 3) *Grenadier*, Contessa 32, Paul Osborn, 48; 4) *Skol*, Int. Fol. Boat, Michael Conner, 54. (10 boats)

**DIV. III (non-spinnaker < 179)** — 1) *Fat Bob*, Catalina 36, Bob Lugiani, 24 points; 2) *Spirit of Elvis*, Santana 35, Lewis Lanier, 36; 3) *Alpha*, Sonar 23, Dylan Young, 42; 4) *Setanta*, Baltic 42, Gerard

### Vallejo YC Wednesday Nights and Weekend Series

**FLEET A (0-194)** — 1) *Summer & Smoke*, Beneteau 36.7, Rob Orr, 34.75 points; 2) *VuJa De Ultimate*, Chris Kim, 45.25; 3) *X-Ta-C*, Olson 29, Bill Sweitzer, 48.5. (7 boats)

**FLEET B (194-up)** — 1) *Degage*, Ranger 23, Jeff Ruszler, 22.75 points; 2) *Sleeper*, O'Day 27, Gary Cicerello, 50.75; 3) *Risky Business*, Santana 22, Ed Barrell, 58. (7 boats)

**FLEET C (non-spinnaker)** — 1) *Cinnabar*, San Juan 24, Harry Helmsley, 53.5; 2) *Lita-K*, Catalina 36, John Karuzas, 56.25; 3) *Picante*, Santana 23, Victor Beltran, 63.75; 4) *Fubar*, Santana 20, Tom Ochs, 88.75; 5) *Shoji*, Cal 36, Russ Taff, 89.25. (17 boats) (27 races; 7 throwouts)

**MOORE 24** — 1) *Wildfire*, Tom Connerly, 7 points; 2) *Nobody's Girl*, Sydnie Moore, 19. (4 boats)

**SANTANA 22** — 1) *Insanity Cruz*, M. Langer, 5 points; 2) *Tara*, O. Pritchard, 8. (4 boats)

### **Box Scores**

Whew, we made it through another summer! After this month, the torrent of race results will slow to a trickle — abruptly leaving us not/ enough, instead of too much, to write about. Anyway, here's the last 'big' batch of Box Scores for the year:

#### CATALINA 34 S.F. CUP (GGYC: Sept. 27-28):

**RACING** — 1) *Mottley*, Chris Owen, 4 points; 2) **Wind Dragon**, Dave Davis, 5; 3) **Crew's Nest**, Ray Irvine, 10. (6 boats)

# THE RACING

CRUISING — 1) Casino, Bill Eddy, 3 points; 2) Rollover, Lynn Guerra, 6; 3) Aquavite, Stu Jackson, 10. (6 boats)  
(3 races; no throwouts)

**FALL REGATTA (Folsom Lake YC: Sept. 20-21):**  
BANSHEE (Steele Cup/PCCs) — 1) Charles Witcher, 4 points; 2) Craig Lee, 8; 3) Steve Galeria, 16; 4) Bob Backer, 21; 5) Jim Moodie, 24. (11 boats)  
BYTE — 1) Elisabeth Holman, 6 points; 2) Jim Parker, 8. (4 boats)  
OPEN KEEL — 1) Stu Wakeman, Ultimate 20, 5 points; 2) Mark Erdrich, Santana 20, 7. (4 boats)  
(4 races; no throwouts)

**TOTALLY DINGHY (RYC: Sept. 27-28):**

WYLIE WABBIT — 1) Colin Moore (with Hillary Hansen, Glen Garfien), 5 points; 2) Erik Menzel, 8; 3) Pete Rowland, 10; 4) Kim Desenberg, 17. (8 boats)

LIGHTNING (PCCs) — 1) Mike Molina (with Ron & Laurel Snetsinger), 11 points; 2) Pete Bellin, 19; 3) Scott Finkboner, 21; 4) Michael Brewer, 22. (10 boats)

I-14 — 1) Lawrence Henderson/Kurt Schmidt, 4 points; 2) Joel Truher/Stanly Martin, 13. (4 boats)

505 — 1) Mike Martin, 9 points; 2) Nick Adamson, 10; 3) Howie Hamlin, 11; 4) K. Taucher, 17. (8 boats)

29er — 1) Michelle Fraser/Richard Carter, 8 points; 2) Pat Stahnke, 8. (5 boats)

INT. CANOE — 1) Anders Petersson, 4 points; 2) Kevin Rea, 10. (6 boats)

FINN — 1) Bradley Nieuwstad, 8 points. (3 boats)



OPEN B — 1) Steve Lowry, Day Sailer, 5 points; 2) David Rumbaugh, Coronado 15, 6. (5 boats)

VANGUARD 15 — 1) Steve Washington, 7 points; 2) Alex Mountjoy, 10. (5 boats)

SNIPE — 1) David & Susan Odell, 5 points; 2) Joe Harvard/Grace Fang, 15; 3) Packy Davis/Lynn Wilson, 21. (7 boats)

FJ — 1) Karen Schulte, 6 points; 2) Rusty Schulte, 8. (4 boats)

LASER — 1) Roger Herbst, 5 points; 2) Perry Clark, 13; 3) Ned Nicolls, 15; 4) Tim Knowles, 25; 5) Colin Brochard, 26. (13 boats)

*Still life on the Richmond Riviera — Patience was obviously a virtue at the 54th El Toro Stampede.*

BYTE — 1) Trish Moratorio, 8 points; 2) Dan Ouellet, 13; 3) Gail Yando, 15; 4) Judy Bentsen, 16; 5) Gaylin Yee, 17. (13 boats)

OPTI — 1) Rogan Kriedt, 4 points; 2) Cody Nagy, 9; 3) Claire Dennis, 12; 4) David Liebenberg, 17; 5) Devon Lindsley. (13 boats)

OPEN — 1) Josh Leighton, 420, 5 points; 2) Alex Lowry, 420, 15; 3) Bob Cronin, Sunfish, 17; 4) Brian Malouf, 420, 19. (10 boats)

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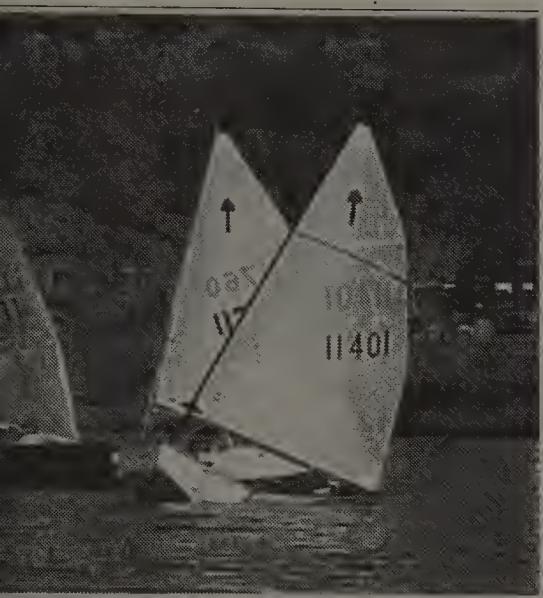
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(5 or 6 races; 1 throwout)

**FALL ONE DESIGN (SFYC: Oct. 4-5):**

J/120 — 1) **Mr. Magoo**, Steve Madeira, 5 points; 2) **Dayenu**, Jermaine/Payan, 11; 3) **Chance**, Barry Lewis, 15. (6 boats)

ISLANDER 36 (Nationals) — 1) **Pilot**, Jim Robinson, 8 points; 2) **Windwalker**, Richard Schoenhair, 11; 3) **Blue Streak**, Don Schumacher, 11; 4) **Tenacious**, Kris Youngberg, 14; 5) **Mischief**, Charles Hodgkins, 15; 6) **Zenith**, Art Fowler, 20; 7) **Zoop**, Paul Tara, 21; 8) **Tom Cat**, Barry Stompe, 25; 9)

**Razor**, Edward Elliott, 27; 10) **Four C's**, Julian Cohen, 29. (18 boats; 3 races)

ETCHELLS — 1) **Mr. Natural**, Bill Barton, 6 points; 2) **AARP**, V. Neff/M. Erickson, 15; 3) #969, Chris Raney, 15; 4) **Rebecca**, Kers Clausen, 18. (9 boats)

EXPRESS 27 — 1) **Baffett**, T. Baffico/F. Baskett, 5 points; 2) **Xena**, Mark Lowry, 10. (3 boats)

MELGES 24 — 1) **Monsoon**, Bruce Ayers, 14 points; 2) **Pegasus**, Shark Kahn, 19; 3) #399, Dave Ullman, 21; 4) **Ego**, Don Jesberg, 28; 5) **Pegasus**, Philippe Kahn, 28; 6) **Rock n' Roll**, Argyle Campbell, 37; 7) **Tropical Storm**, Doug Forster, 41; 8) **Sabotage**, Jeff Thorpe, 43; 9) **Surfeit**, David Wadbrook, 43; 10) #549, Brian Porter, 43; 11) **Home Slice**, Seadon Wijsen, 44; 12) **Cavallino**, Zarko Draganic, 45; 13) **Team Moseley**, Rick Moseley, 57. (28 boats)

J/24 — 1) **Blue-J**, Brian Mullen, 7 points; 2) **Casual Contact**, Ned Walker, 8; 3) **Rail to Rail**, Rich Jepsen, 9; 4) **Jam Jam**, Neal Ruxton, 16. (9 boats)

(6 races; 1 throwout; [www.sfyc.org](http://www.sfyc.org))

**OYRA JR. WATERHOUSE (RYC: Oct. 4: 31.6 mi.):**

PHRO-I — 1) **Silkye**, WylieCat 30, Skinner/Seal; 2) **Auspice**, Schumacher 40, Jim Coggan; 3) **City Lights**, SC 52, Tom Sanborn; 4) **Summer Moon**, Synergy 1000, Devries/Pohl; 5) **Cipango**, Andrews 56, The Bartons. (14 boats)

PHRO-II — 1) **True North**, C&C 37, Jeff Dunnivant; 2) **Fast Forward**, C&C 34, Mike Dungan. (5 boats)

MORA-I — No starters.

MORA-II — 1) **Slim**, J/30, The Mollners. (2 boats)

SHS — 1) **Salty Hotel**, Express 27, David Rasmussen; 2) **Erie**, Hawkfarm, Seaberg/Petroka. (6 boats)

**54th EL TORO STAMPEDE (RYC: Oct. 11-12):**

SENIOR (over 21) — 1) Fred Paxton; 2) Dan Mills; 3) Larry Burton; 4) Vickie Gilmour; 5) Art Lange; 6) Bruce Bradfute; 7) Vaughn Seifers; 8) Peter Blasberg; 9) Chris Nash; 10) Packy Davis. (22 boats)

JUNIOR (under 15) — 1) Max Fraser; 2) Russell Schuldt; 3) David Eva; 4) Pierce Burton; 5) Izzy Zingale; 6) David Blackett; 7) Gina Knox. (11 boats)

TEAM — Bruce Bradfute, Pierce Burton, Mike Quinn.

FLY WEIGHT (< 100 lb.) — Russell Schuldt.

LIGHT WEIGHT (101-150) — Art Lange.

MIDDLE WEIGHT (150-180) — Fred Paxton.

HEAVY WEIGHT (> 180) — Vaughn Seifers.

BULL THROWER — Russell Schuldt.

**J/FEST SOUTH (San Diego YC: Oct. 11-12):**

J/120 — 1) **CC Rider**, Chuck Nichols, 10 points; 2) **Doctor No**, Jed Olenick, 12; 3) **Scamp**, Dave Cheresh, 15; 4) **Tamajama**, Steve & Tama Harris, 19. . . NorCal entry: 5) **Desdemona**, John Wimer, 21. (9 boats)

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# THE RACING

J/105 — 1) **Wings**, Dennis & Sharon Case, 15 points; 2) **Javelin**, Pam & Doug Werner, 15; 3) **Indigo**, Scott Birnberg, 25; 4) **Speedplay**, Eric Axford/ Kurt Kammerer, 27; 5) **Airboss**, Jon Dekker, 30; 6) **Pholly**, Phil Gausewitz/Lowell North, 31; 7) **Beowulf**, Kent Harman, 32; 8) **Mischief**, Carolyn Hardy, 32. . . NorCal entry: 13) **Zuni Bear**, Rich Bergman, 43. (21 boats)

J/109 — 1) **Shekinah**, Jim & Lori Thompson, 6 points; 2) **Conundrum**, Chuck Myers, 8. (5 boats)

J/24 — 1) **3 Big Dogs**, Pat Toole, 11 points; 2) #3324, Ryan Cox, 12; 3) **Jaded**, Deke Klatt, 14; 4) **Fish Lips**, Kevin Crane, 18; 5) **Geraldine**, Julie Mitchell, 19; 6) **Tiny Dancer**, Zimmerman/Olson, 20. (15 boats)

PHRF-A — 1) **Breakaway**, J/35, John & Ann O'Connor, 4 points; 2) **Michigas**, unknown, Joe Greenblatt, 10. (4 boats)

PHRF-B — 1) **Mac's**, J/29, Eric McClure, 4 points. (3 boats)

CRUISE — 1) **Andiamo**, J/46, Bob Pace, 2 points. (2 boats)

(4 races; no throwouts)

## SCHOCK REGATTA (SFYC: Oct. 11-12):

SANTANA 35 — 1) **Carnaval**, Bill Keller, 10 points; 2) **Fast Friends**, B. Smith & K. Elliott, 14; 3) **Maguro**, Jack Feller, 15; 4) **Dance Away**, Doug Storkovich, 19. (8 boats)

SANTANA 22 — 1) **Carlos**, Jan Grygier, 7 points; 2) **Tackful**, Frank Lawler, 12; 3) **Elaine**, Pat Broderick, 17; 4) **Anemone**, Hank Lindemann, 17;

5) **Inshallah**, Shirley Bates, 22. (10 boats)

## 40th LITTLE ENSENADA (SWYC: 10/3: 62 miles):

PHRF-I — 1) **Medicine Man**, Andrews 61 turbo, Bob Lane; 2) **Stars & Stripes**, Custom 50, Dennis Conner; 3) **Mongoose**, SC 70, Bob Saielli; 4) **Victoria** 5, Andrews TP-52 (canting keel), Mike Campbell; 5) **Staghound**, R/P 50, Alec Oberschmidt. (11 boats)

PHRF-II — 1) **B Nasty**, B-32, Strum/Wilson; 2) **Windrower**, Schumacher 28, Tom Ybarrola; 3) **Babe**, Soverel 33, Don Fulton. (11 boats)

PHRF- III — 1) **Pursuit**, Peterson 46, Tom Hirsh; 2) **Austin**, Beneteau 40.7, Brian Ganz; 3) **Equity**, Swan 46, Tom Holthus; 4) **Silhouette**, Beneteau 40.7, Warren Gross; 5) **Masquerade**, Choate 40, T. & S. Croker. (19 boats)

PHRF-IV — 1) **Blackadder**, J/27, David Cattle; 2) **Midnight Express**, CF-27, Terry Gleason; 3) **Sea Maiden**, Ericson 35, Carolyn Sherman. (14 boats)

PHRF-V — 1) **Claddagh**, Pearson 26, Ken Henehan; 2) **Fiasco II**, Cal 9.2, Joe Saad. (5 boats)

CATALINA 30 — 1) **Pisces**, Michael Roll; 2) **Super Stout**, C. McGuiness; 3) **Windid**, D. Slatterly. (7 boats)

ANCIENT MARINER — 1) **Sally**, 10-Meter, C. Koehler; 2) **Tarot**, K-50, T. Sterling. (5 boats)

CRUZ — 1) **Mako Cat**, Catalina 38, F. Rubio; 2) **Tango**, Catalina 30-T, Bill Pattee; 3) **Mariah**, O'Day 34, The Brinkers. (12 boats)

(*Medicine Man* was first to finish in 6 hours, 25

minutes, and also was first overall; [www.ssop.org](http://www.ssop.org))

## RC LASER NAS (Sequoia YC: Oct. 4-5):

GOLD ('grizzly') — 1) Jon Elmaleh, Brooklyn, NY, 12 points; 2) David Haggert, Omaha, NE, 30; 3) Mark Kennedy, San Jose, 36; 4) Nigel Seary, Great Dalby, UK, 36; 5) Fred Ferris, Burnsville, MN, 37; 6) John Gratton, Redwood City, 42; 7) Ty Beach, San Diego, 43; 8) Steve Lang, Evergreen, CO, 44; 9) Bruce Kirby, Rowayton, CT, 46; 10) Bob Bergtholdt, Foster City, 49. (18 boats)

SILVER ('panda') — 1) Laurie Holmstrom, San Carlos, 6 points; 2) Doug Murray, Incline Village, NV, 14; 3) Allen Breed, Saratoga, 16. (7 boats)

(13 races; [www.sequoiayc.org](http://www.sequoiayc.org))

## 1D-35 PCCs (San Diego YC: Oct. 4-5):

1) **Jaicabon**, John Musa/Peter Isler, 15 points; 2) **Great Sensation**, Fanger/Yovkov, 17; 3) **Koinonia**, Doug Ament, 19; 4) **Zsa-Zsa**, Stig Osterberg, 20; 5) **Tabasco**, John Wylie, 23; 6) **Kill-A-Watt**, David Rillie, 26; 7) **Wild Thing**, Chris & Kara Busch, 31; 8) **Racer's Edge**, Ron & Bev Coalson, 36; 9) **KT's Choice**, Bud Stratton, 38; 10) **Tangled Web**, Neil Senturia, 51. (10 boats; 5 races; no throwouts)

## SOUTH BAY YRA SUMMER SERIES (final):

BIG SPINNY — 1) **Mist**, Beneteau First 38, Rob-

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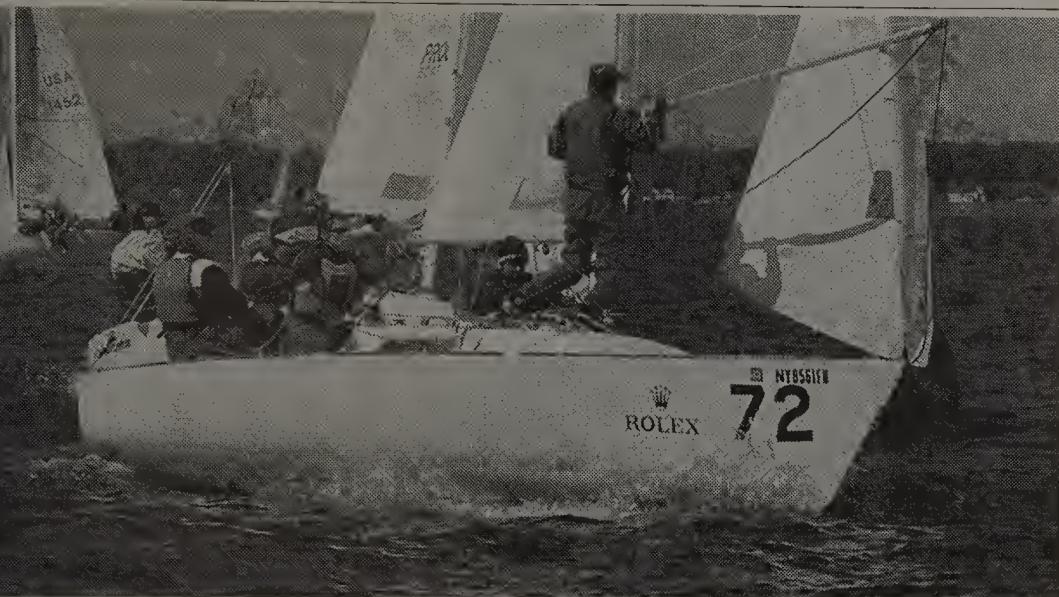
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MPYC's Donna Womble and her 'Mo Money' team in action at the Rolex IWKC in Annapolis. They finished 13th in the 66-boat fleet.

ert Hu, 7.5 points; 2) Fermanagh, O'Day 34, Frank Johnson, 9.5. (6 boats)

SMALL SPINNY — 1) **Mer Linda**, Catalina 30, Mark Hale, 9.75 points; 2) **Liquid Kitty**, Santana 525, Dave Waller, 12; 3) **Summertime**, International Folkboat, Luther Izmarian, 13.5; 4) **Sandpiper**, SJ 24, Kevin Hartig, 17.5. (12 boats)

BIG NON-SPINNY — 1) **Sundancer**, Hunter 24,

Bob Carlen, 3.75 points; 2) **Dolphin**, Cal 2-30, Robert Young, 7.5; 3) **January's Child**, Hunter 34, Stan Phillips, 17. (8 boats)

LITTLE NON-SPINNY — 1) **Spirit 27**, Catalina 27, John Thiele, 6.5 points; 2) **Sugar Magnolia**, Hunter 29.5, Ward Fulcher, 16.75. (6 boats)

(7 races; 2 throwouts)

**SSS VALLEJO ONE-TWO (Oct. 18-19):**

DIV. II — 1) **Auspice**, Schumacher 40, Jim Coggan, 3 points; 2) **Razzberries**, Olson 34, Bruce Nesbit, 3; 3) **Marrakesh**, Express 34, Craig Perez,

7. (7 boats)

DIV. III — 1) **Chesapeake**, Merit 25, Jim Fair, 2 points; 2) **Antipodiste**, Farr 920, Chuck Warren, 5; 3) **Sail A Vie**, Ericson 35 Mk. II, Phil MacFarlane, 6. (7 boats)

DIV. IV — 1) **Pappy**, Wilderness 21, Dan Haynes, 5 points; 2) **Eurydice**, Catalina 30, George Biery, 5; 3) **Straitjacket**, Mull 22, Ben Haket, 6. (9 boats)

DIV. V (non-spinnaker) — 1) **Stormrider**, Aphrodite 101, Don McRea, 5 points; 2) **True North**, C&C 37, Jeff Dunnivent, 6; 3) **Pescadito**, Cal 20, Lee Parsons, 7; 4) **Sagitta**, Islander 28, Walter George, 8. (11 boats)

CAT-RIGGED — 1) **Uno**, WylieCat 30, Bren Meyer, 2 points. (2 boats)

ULDB — 1) **Bad Hare Day**, Wylie Wabbit, Erik Menzel, 4 points; 2) **Encore**, Wylie Gemini Twin, Andy Hall, 5; 3) **Hurricane**, Moore 24, Al Germain, 7; 4) **UFO**, Ultimate 24, Trent Watkins, 9; 5) **Mirage**, Express 27, Terry Cobb, 14; 6) **Wetsu**, Express 27, Phil Krasner, 16. (19 boats)

OVERALL — 1) **Bad Hare Day**; 2) **Encore**; 3) **Hurricane**. (55 boats)

**KETT CASTLE JESTER REGATTA (Oct. 18-19):**

HEAVYWEIGHT — 1) Alan Wirtanen, 107 points; 2) Mike Evans, 164; 3) Shep Kett, 167; 4) Ian Klitzka, 168. (9 boats)

LIGHTWEIGHT — 1) Paul Tara, 56 points; 2) Joe Francis, 61; 3) Jack Halterman, 123; 4) Jon Gunderson, 136. (8 boats)

WOMEN — 1) Laurie Cole/Ellen Bucci, 163

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# THE RACING

points. (3 boats)

JUNIOR — 1) Warren Sampson, 190 points. (1 boat)

## COLLEGIATE RANKINGS (as of October 14):

COED — 1) Dartmouth; 2) Harvard; 3) Stanford; 4) Brown; 5) Kings Point; 6) Hobart/Wm. Smith; 7) Hawaii; 8) Tufts; 9) USC; 10) Navy; 11) St. Mary's; 12) Boston College; 13) Georgetown; 14) Washington College; 15) MIT; 16) South Florida; 17) Old Dominion; 18) UC/Irvine; 19) Rhode Island; 20) Charleston.

WOMEN — 1) Dartmouth; 2) Harvard; 3) USC; 4) Charleston; 5) Tufts; 6) Navy; 7) Brown; 8) Stanford; 9) Old Dominion; 10) UC/Irvine; 11) Yale; 12) Georgetown; 13) Hawaii; 14) Eckerd; 15) St. Mary's.

## Race Notes

Bombs away! St Francis YC recently announced their intention of ditching Americap II in favor of a popular British rule, the IRC, for the **2004 Big Boat Series**. While Americap has been fairly successful in handicapping point-to-point races (Bermuda, Chi-Mac, TransPac), it hasn't been as effective in around the buoys stuff — which was especially obvious in the lighter winds and big currents of the last BBS. The surprise



## Scuttlebutt.

Going outside the country for a handicap system seems like a fairly drastic step, and we wonder how many boatowners will actually go along with it — especially when it was also announced that StFYC would like to use another system, the new **Grand Prix rule**, to handicap custom boats at the '05 BBS. With the battle lines now drawn between StFYC and US Sailing, the repercussions of this decision will likely reverberate for quite a while. To learn more about the 'black box' IRC rule ('a time-on-time rating system for coastal and offshore yacht racing, created principally to enable all types of monohull yachts to be handicapped for racing at club level on an international basis'), see [www.rorc.org.-programme/irc](http://www.rorc.org.-programme/irc).

Sale boats of the month: New Sausalito YC race co-chair **Don Wieneke**, who won nine Ranger 23 season titles with *Twisted*, is back on the racing scene again after a six-year hiatus. Wieneke, who crewed in the J/105 fleet for the last four years, just

*Cynthia and Don Wieneke take a spin outside the Gate on their new J/105 'Lulu'. Nothing like a new boat to put a smile on your face!*

announcement caused a predictable flap within the US Sailing community, who were enjoying their annual meeting in St. Louis, MO, when regatta developer **Norman Davant** broke the bad news in

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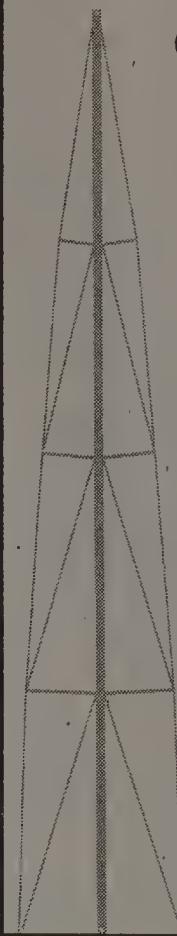


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## Latest 2004 Pacific Cup Entries

purchased the 2001 J/105 *Horse-play*, which he promptly renamed **LuLu** (his wife's nickname). . . **John MacLaurin**, owner of red *Dav-idson 54 Pendragon IV*, just bought *Sled*, a white Farr 40 previously owned by a Japanese owner. Naturally, he'll change the name to *Pendragon*, though he apparently isn't planning to paint it red. . . The **Wylie Wabbit fleet** has two new owners — Ron Tostenson, who bought *Keala* (#12), and Garth Wells, who picked up one from Utah.

Best in the world: ISAF and Rolex have announced the short list — which isn't particularly short this year — for their tenth annual World Sailor of the Year Awards. This year's

male nominees (drum roll, pregnant pause) are Darren Bundock and John Forbes (AUS, Tornado), Russell Coutts (SUI), Neville Crichton (AUS, *Alfa Romeo*), **Augie Diaz** (USA, Snipe), Chris Draper and Simon Hiscocks (GBR, 49er), Gal

Vessel	Type	Skipper	Hailing Port
<i>Mirage</i>	Black Sog 31	Ben Mewes	Alameda
<i>TBD**</i>	Hobie 33	Melinda & Bill Erkelens	Pt. Richmond
<i>Lightwave</i>	J/105	Richard Craig	Alameda
<i>Eos</i>	J/37	Ryan Werner	San Francisco
<i>Serena**</i>	T1150	David Kuetel	Tiburon
<i>Ketch 22</i>	Freedom 89	Thomas Marlow	San Francisco
<i>California Girl</i>	Cal 40	Don & Betty Lessley	Richmond
<i>Punahele</i>	Farr 40	Mike Caplan	Pt. Richmond
<i>Orizaba</i>	J/130	John Hanna	Portland, OR
<i>C squared</i>	WylieCat 43	Charles Ray	Marina del Rey
<i>Bravado</i>	Elliott 46	Charles Breed	Alameda
<i>Between the Sheets</i>	Jeanneau 52.5	Ross Pearlman	Marina del Rey
<i>Winnetou</i>	SC 52	Martin Brauns	San Francisco
<i>Sea Peace</i>	Irwin 54	Stuart Willoughby	Tucson, AZ
<i>Ikaika</i>	Tan Tan 3700	Tony Miller	Honolulu, HI
<i>Spirit</i>	S&S 34	Stephen & Ann Lewis	San Francisco
<i>Chicken Little</i>	SC 50	Bruce Anderson	Long Beach
<i>Victoria</i>	Bavaria 34	Walter van den Burg	Long Beach
<i>Promotion</i>	SC 40	Team West Marine	Santa Cruz
<i>Icon</i>	Perry 65	R. Robbins & J. Roser	Seattle, WA

\* = As of October 22 — See October Race Sheet for first round of entries

\*\* = doublehanded

The female nominees are **Betsy Alison, Suzy Leech, and Lee Icyda** (USA, Yngling), Adrienne Cahalan (AUS, navigator), Lee Korsiz (ISR, Mistral), Maline Millbourn, Linda Ystrom, Asa Aronsson and Kim Kulstad (SWE, match racing), Siren Sundby (NOR, Europe), and **Hannah Swett, Joan Touchette and Melissa Purdy** (USA, Yngling). The winners will be announced on November 12 in Barcelona, Spain, at an awards ceremony hosted by Paul Cayard.

Long races to warm places: The 13th biennial **West Marine Pacific Cup** now has 41 entries (see box at left for the latest ones; see last month for the first 21). The sign-ups are

coming in slower than usual this year, but should pick up soon — especially since the TPYC brass finally has decided to allow moveable ballast boats (e.g., the new *Magnitude 80*, *Alchemy*, *Medicine Man*) into their 'fun race to Hawaii'. See

Fridman (ISR, Mistral), Torben Grael (BRA, *Prada*), Gustavo Lima (POR, Laser), Przemyslaw Miarczynski (POL, Mistral), Xavier Rohart and Pascal Rambeau (FRA, Star), and Gabrio Zandoni and Andrea Trani (ITA, 470).

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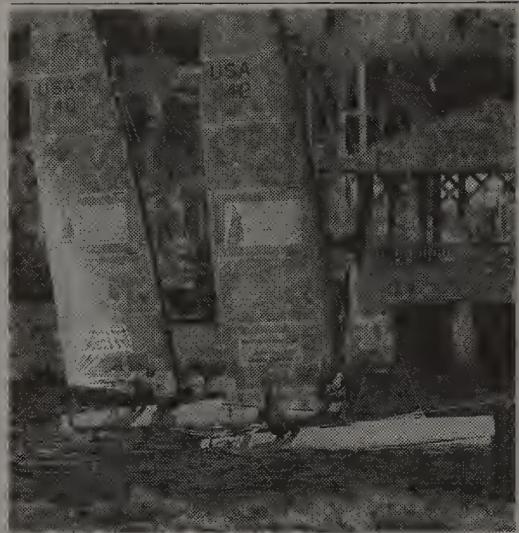
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# THE RACING SHEET

[www.pacificcup.org](http://www.pacificcup.org) for more. Doug Baker's new canting-keeled *Magnitude 80* should roll out of Dennis Choate's shop in time for the **San Diego-Manzanillo Race** on February 24-25. **MEXORC**, meanwhile, has been rescheduled to start in Puerto Vallarta on March 14. See [www.sdycc.org](http://www.sdycc.org) for more info, as well as the entry list for the Manzanillo Race. The first four boats to sign up are *Alchemy* (Andrews 77), the new *Stark Raving Mad* (J/145), *Horizon* (SC 50) and *Paddy Wagon* (Ross 40).

Grand prix circuit: New Orleans Tornado ace John Lovell and crew Charlie Ogletree defended the 23rd International Catamaran Challenge Trophy, better known as the **Little America's Cup**, 4-3 over an Italian team in the waters off Newport, RI. For more about this multihull match race in F-18HTs, see [www.littleamericascup2003.org](http://www.littleamericascup2003.org). . . In a replay of last year, the Royal Canadian YC, represented by Terry McLaughlin and the Farr 40 *Defiant*, won the **Canada's Cup** 7-5 over the American challenger, Bob Hughes' Farr 40 *Heartbreaker*. . . Ken Read completely dominated the 95-boat **Etchells Worlds**



2003 (CCT/BILLY BLACK)

*The U.S. defended the Little America's Cup in a nail-biting series off Newport, RI, last month.*

in Greenwich, CT, scoring six bullets in the eight-race series.

Mini misfortune: Seattle Olympic medalist **Jonathan McKee**'s Mini Transat bid ended abruptly when the rig tumbled on his 21-foot **Team McLube**. McKee, who was poised to finish first or second in the grueling two-legged race, sailed into Recife, Brazil, under jury rig. French sailor Samuel Manuard then appeared to have

the race wrapped up until he, too, dismasted less than 100 miles from the finish in Salvador de Bahia, Brazil. His 28-year-old countryman Armel Tripon, sailing the 1995 Finot-designed *Moulin Roty*, won the second leg and the race. See [www.j-mckee.com](http://www.j-mckee.com) and [www.transat-650.org](http://www.transat-650.org) for the rest of the story.

Random notes: Want to buy the **SC 70 molds**? They're currently available on Ebay, for sale by [lance@santacruzyachts.com](mailto:lance@santacruzyachts.com). Last we checked, the high bid (of just two) was \$102. . . For the first time, a woman — **Janet Baxter** of Chicago — has been named president of US Sailing. . . Rumor has it that **Valencia, Spain**, has been given the nod to host the 2007 America's Cup. However, the official announcement isn't due until mid-December, so don't book those plane tickets yet. . . Our deadline was a bit earlier than usual this month, so you'll have to check [www.richmondydc.org](http://www.richmondydc.org) to see who won the **Great Pumpkin Regatta**, as well as [www.stfyc.com](http://www.stfyc.com) to read about the **Fall Olympic Classes Regatta**. We'll cover both these events, as well as the first set of midwinter races, in the next issue.

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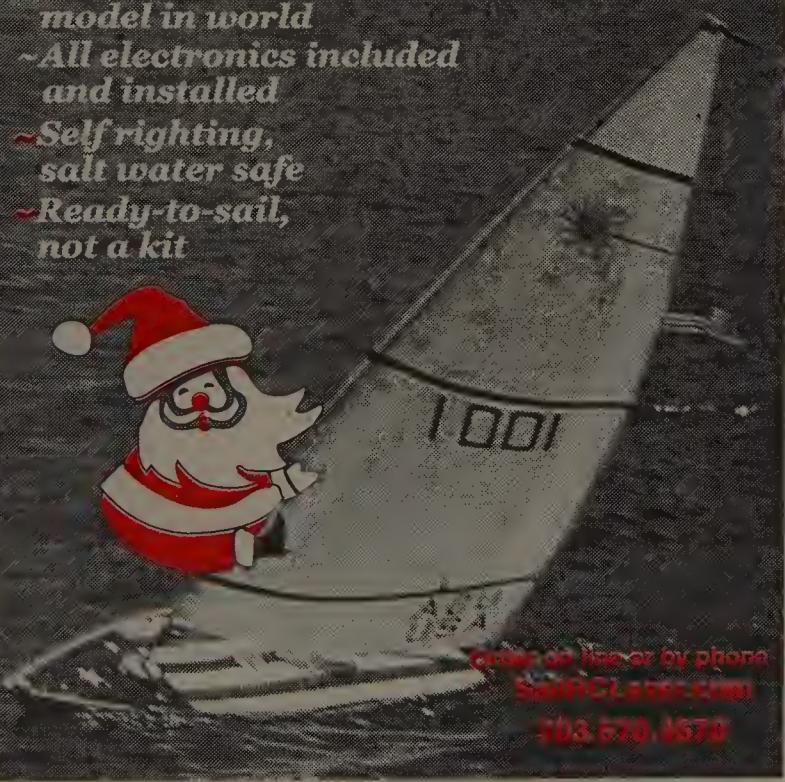
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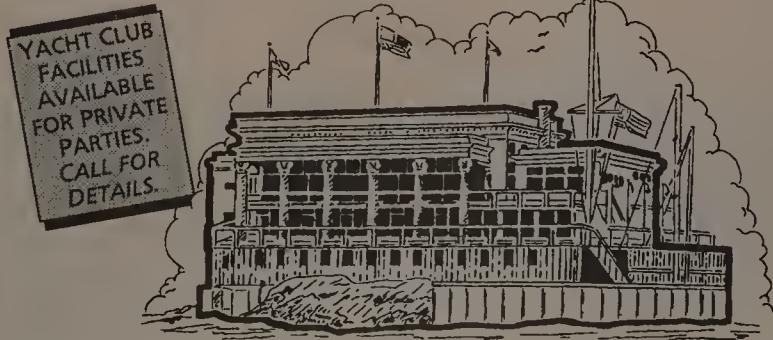
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With reports this month on the **Charter Now, Cruise Later Plan**, two travel writers' **Fond Memories of Tonga Chartering** and miscellaneous **Charter Notes**.

### Bareboating — The Fun-Filled Approach to Cruising Success

As you read this, a fleet of well over 100 boats is sailing south from San Diego, bound for the sunny latitudes of Mexico, in the annual Baja Ha-Ha Cruisers' Rally. Among the hundreds of participants who make that now-famous run to the Cape each year, are sailors from many walks of life, whose sailing and seamanship skills vary wildly. Having tagged along on seven of the first nine Ha-Ha's — and written mini-profiles of roughly 700 crews — this writer can attest to the fact that some of the best prepared to embrace the challenges of their new cruising lifestyle, are those who have chartered extensively in a variety of different sailing venues.

We've touched on this theme before in these pages, but it is a subject well worth revisiting. At the risk of offending some very nice folks, we have to say that each year, as we study the sailing histories of the event's participants, we are amazed at how many sailors will set off with intentions of cruising Central America, the Caribbean, the Med or even completing a circumnavigation, yet have never sailed beyond their home waters. This is not to say they are not competent sailors. Quite the contrary. Most have excellent sailing and boat-handling skills, having sailed for decades in the Bay Area, the Puget Sound region or in Southern California waters. But there is

*At home, most folks don't even own a dinghy, since they generally berth in marinas. But on charter the dink is essential transport.*

much more to successful cruising skills than knowing how to trim for speed or back into a slip. And it's our contention that bareboat chartering in a variety of venues is one of the very best ways to practice and perfect the other essential cruising skills — while having a helluva lot of fun at the same time.

Although the life of a cruiser may seem like a nonstop party to the uninitiated, it is actually a lifestyle filled with a variety of challenges — things like anchoring in unfamiliar places, dealing with the vagaries of customs and immigration in foreign lands, sorting out problems with shipboard systems and learning the subtleties of local traditions and mannerisms in foreign lands. Within the scope of a charter, bareboaters are often faced with some or all of these same challenges — although help from the charter base is always a radio call away.

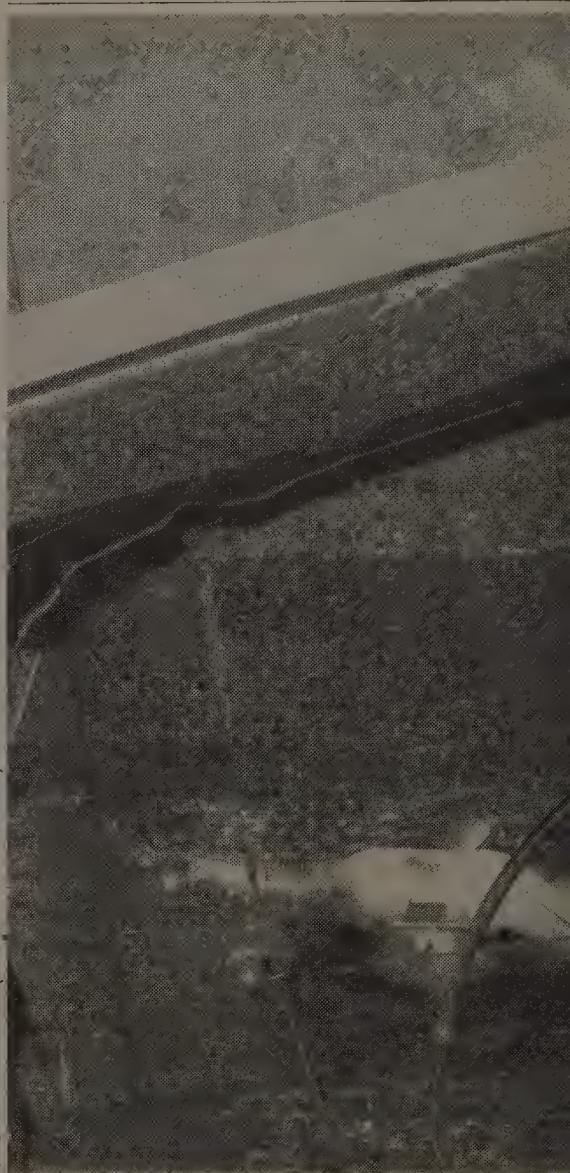
The anchoring practice you'll get during a typical charter can be an enormous benefit later on. Back home, you probably keep your boat in a marina — as do most North Americans — and virtually never have occasion to anchor. But most cruisers (at least those who actually *cruise*) spend the vast majority of their time on the hook, as do bareboaters. You might say that anchoring, like many other aspects of sailing, is an art, and it takes some time to perfect it. Luckily, the majority of prime charter venues are in the tropics, where soft white sand lines the bottom of nearly every anchorage. Given the fact that water in such places is so clear that you can actually see your

COURTESY SUNSAIL (SUN YACHT CHARTERS)

anchor and chain lying in the sand in 20 feet of water, most charter destinations are ideal for practicing this age-old craft.

We won't give you blow-by-blow advice on technique. You can get that from any sailing class or seamanship book. But we will offer a few little tips. First, do your own homework on where the best spots are to anchor. Check your chart depths and read the cruising guide. Don't just get as close as possible to boats that are already anchored, assuming that they know what they're doing — that will only piss them off and let them know you're an amateur. And gentlemen, please don't send your wife to the bow to do all the dirty work while you stay glued to the wheel screaming at her. It's not fair, it's dumb and, perhaps most importantly, even though you may not realize it at the time, you will earn the ire and disdain of every experienced salt in the anchorage, who will instantly label you as a bona fide a-hole.

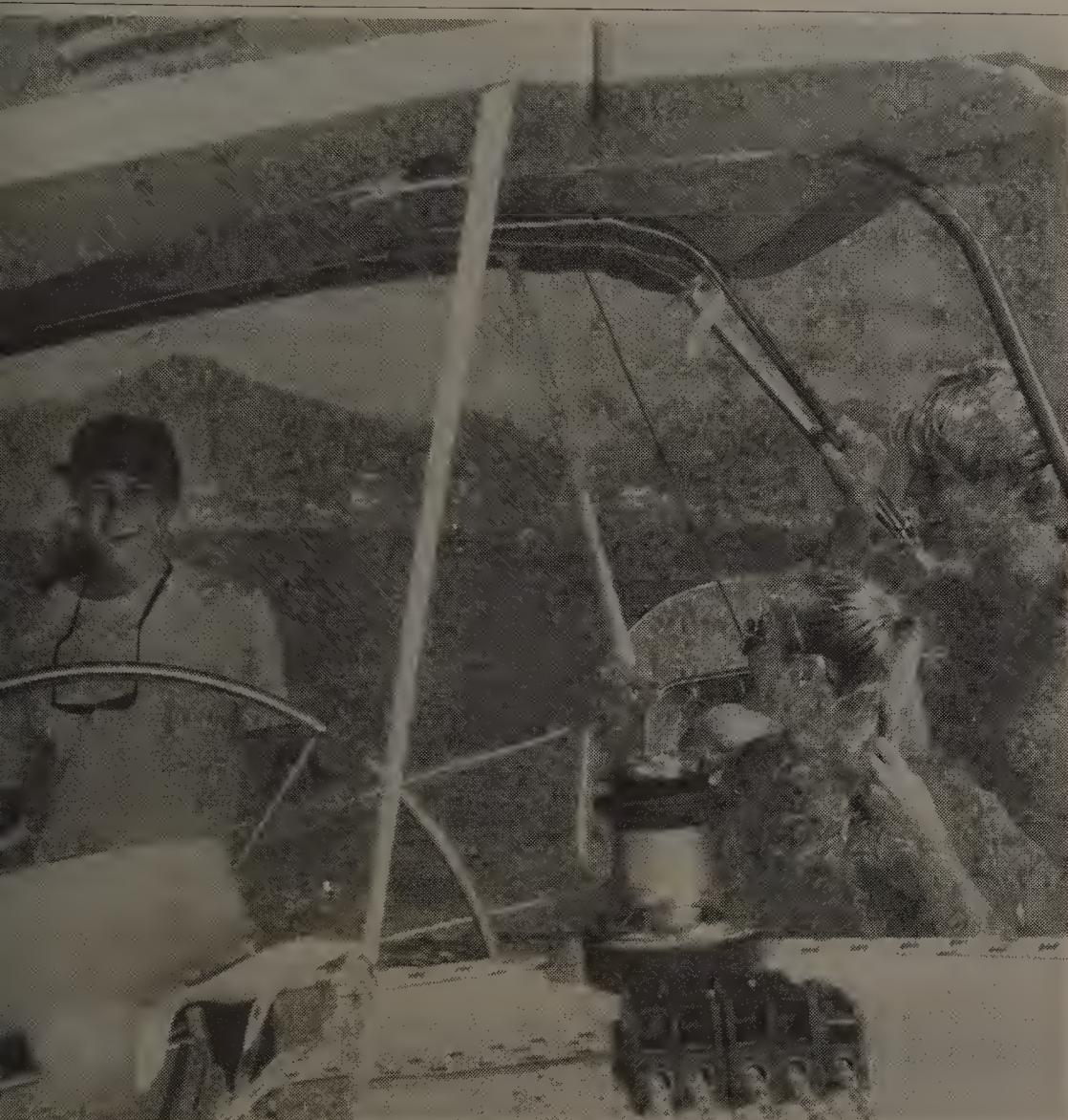
Not to make you nervous or anything,



COURTESY SUNSAIL (STARDUST)



# OF CHARTERING



**Undeniably, bareboat chartering is fun for the whole family. It's also great preparation for family cruising later on.**

but we should mention here that one of the favorite pastimes of locals who live on the hook is amusing themselves by watching neophytes bumble their way through the anchoring process. While you're screaming bloody murder, running around the deck like a maniac and roaring backwards at full throttle in an attempt to set your hook, they'll be laughing their heads off and toasting your idiocy with sundowner cocktails.

Fear not, though. You needn't be the butt of their jokes. Our advice? If nothing else, at least look like you know what you're doing: Drift in super-slow, give orders in silence with hand signals, walk from wheel to bow slowly and nonchalantly, then casually pop over the side and check your handiwork with your mask and snorkel. They'll think you're a pro even if your heart is racing and your veins are coursing with adrenaline.

On interisland charters, you'll get a

taste of the age-old ritual of clearing in and out. Tip number one is do not under any circumstances come barging into a customs or immigration office with a holier-than-thou 'New York attitude'; i.e. demanding "I'm in a rush and I need this done now!" Disrespect will get you nowhere — in fact, less than nowhere. Even if you are in a huge rush, the better way is always to saunter in dressed nicely, greet the officers with a big smile, a cordial "Good day" and respectfully wait for them to address your needs. Even if you don't think of yourself as an arrogant big shot, third world bureaucrats can't help but see you that way, unless you show them otherwise. From our experience, showing a little respect and hu-

COURTESY SUNSAIL (SUN YACHT CHARTERS)

mility will make a world of difference with minor bureaucrats.

Showing the same respect and sensitivity to the feelings of locals who you encounter in shops, restaurants or on the street will often result in memorable conversations, unexpected insights into cultural traditions and sometimes even lasting friendships. And, as longtime cruisers will tell you, such encounters are often the most rewarding aspects of a cruise. Another occasional benefit of chartering in far-flung destinations is having the opportunity to chat with expats in residence or cruisers who are passing through. You can learn a lot from them about the pros and cons of life outside the mainstream.

All in all, bareboat chartering gives would-be globetrotters a snapshot of the entire cruising experience, yet with few of the headaches — such as do-it-yourself maintenance. Along the way you'll undoubtedly have buckets of fun, and will come away with the satisfaction of knowing you faced new challenges and prevailed!

— latitude/aet

## The Unexpected Rewards of Tongan Hospitality

The strong winds of our first two days in Tonga's Vava'u islands had given way to steady trades, fluffy Pacific clouds and brilliant sun, punctuated by an occasional 30-second shower. Today, like most days, we sailed out to a lunch anchorage with particularly good snorkeling behind an outlying reef. Then, in mid-afternoon, we moved to this protected

*Exploring fascinating places during a charter like Turkey's turquoise coast lays the groundwork for a closer look while cruising.*



spot for the night. Another snorkel and a shower later, and we had drinks in the cockpit ready to watch the clouds tinge with gold, vermillion, then violets before the tropical light gave way to the shimmer of a million stars.

The sun was just down when the battered local skiff put out from Kapanoea beach and headed toward our anchorage off Tapana Island. The Makatu'u family was about to add a new dimension to our idyllic routine. Petiola, her younger son, William, and her granddaughter, Vaiufia, pulled alongside, their smiles replacing the radiance of the departed sun. Tonga is not known as "the friendly islands" for nothing. But even among Tongans, this was a particularly sparkling and handsome family, clear featured, eyes direct, dark, long-lashed and alive with interest and intelligence.

Petiola and her clan were there to market the wood-carved masks and tightly-woven baskets which covered the bottom of her skiff. But they were also there to visit, to share information about their family and ours, to learn something about our home and tell us about theirs. That much was a pretty standard Tongan transaction, the delightful — and sometimes frustrating — joining of the commercial and the personal.

But as we chatted in the failing light, we seemed to make a special connection. Before we quite knew what was happening, we had arranged to come to the Makatu'u's house the next morning to

*Petiola seems to be the organizational head of her clan, right down to suggesting to the menfolk what subjects they should carve.*

ALL PHOTOS JERRY MASHAW & ANNE MacCLINTOCK



see Petiola's new granddaughter. Petiola had just decided that this unnamed infant should be called Jerryanne, after her new American friends.

At the appointed hour, we were standing on the track leading from Kapanoea beach over the hill. William was to collect us. A few minutes later Petiola's older son Male (full name Pomale) arrived in a car made of so many spare parts we were uncertain of the original make. He introduced himself and we piled in. Anne was in back with a large bag of provisions that we felt sure we did not need and some pencils and 'lollies' (candy) for the children. I made the mistake of leaning back in the front seat and landed in her lap.

The Makatu'u's village was one of the larger ones around Vava'u, with sealed roads and perhaps 100 houses. Their house was a tiny two-room affair, built in 2002 after Cyclone Waka, the worst ever to hit Tonga, leveled much of the village. Petiola said it was a gift of a Canadian aid agency. The concrete slab of their old house stood behind the new one, serving as a back porch and a connection to the one-room hut where the Makatu'u men carved and slept.

We met Petelo, Petiola's husband, before she ushered us in to meet Kanfo'ou, her older daughter. Kanfo'ou was mother to both the beautiful Vaiufia

*For author Jerry Mashaw and his wife, the most rewarding part of their adventures in Tonga was spending time with this warm Tongan family.*

and the new baby, apparently slated to be our namesake. Anne was promptly enthroned on a stool made from a backless resin patio chair and handed off the gurgling baby for photos with various groups of family.

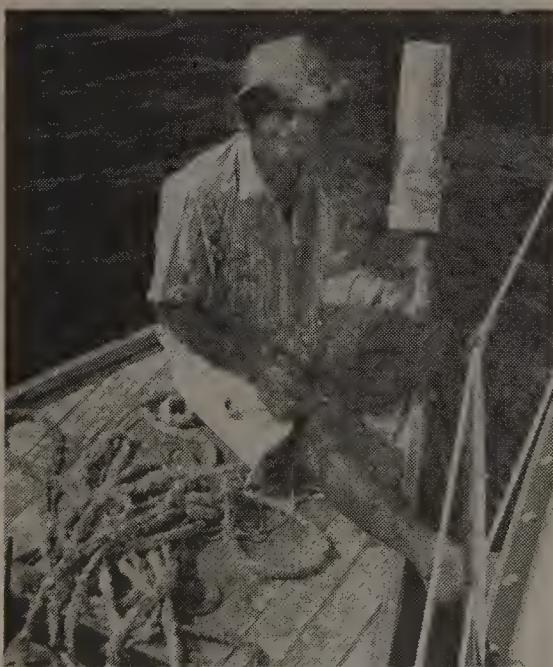
We talked awhile, the rest of us seated on the floor mat, and Anne feeling in-

## INSIDER TIPS ON

**Getting There:** Air New Zealand has one flight each week to Tongatapu from Los Angeles, and connections can be made through other carriers. Royal Tongan Airlines runs several flights daily from Tongatapu to Vava'u. The charter companies will pick you up and transfer you to their bases in Neiafu.

**Companies:** Both The Moorings and Sunsail have bases, nearly side-by-side, in Neiafu. Some crewed charters are also available through charter brokers.

**Provisioning:** The charter companies strongly suggest that they provision for you. This is essential if you are beginning a charter on a Saturday afternoon. Everything closes Sunday, including the charter bases, and many shops shut by



# OF CHARTERING



and activities, basket weaving and the marketing of Petelo and William's carvings. She probably tells them what to carve as well. Pomale, who has a job in a restaurant in Neiafu, is the only family member who works outside of Petiola, Inc.

Despite all this activity, like most Tongans, the Makatu'us live close to subsistence. They, like their neighbors, have a few pigs and they use their marketing skiff to catch fish. They also have access to taro, bananas, breadfruit, tapioca and some garden crops such as tomatoes, cucumbers and beans. The baskets and carvings sold to tourists are a cash crop that, along with Male's earnings, add a few modern conveniences, electricity, an ancient outboard and Male's remarkable car.

Yet Petiola and her family take pleasure in many things: The new baby, their religion, and William's rugby — "We won!" he shouted as he jumped from the back of the coach's truck. Tonga was never colonized by a secular power, but the Methodists, Catholics, Mormons and a host of others have made Tonga perhaps the most religiously-observant Christian country on the planet.

As we squeezed — the doors barely opened a foot — into Male's mystery car to head back to the beach, Vaiufia ran out, face glowing, to give us a mask and a turtle that her grandfather had carved. Two days later, while marketing their wares, Petiola and Petelo found us in

noon on Saturday. On other days the shops of Neiafu provide wares that are as good as the charter bases can obtain. If part of the fun of cruising for you, as it is for us, is shopping in local markets, you can provision for yourself.

Start at the ANZ bank's ATM on Neiafu's main street. Then wind down to the open-air market at the main wharf for vegetables and to Alatini's fish market for fish, cheese, frozen meat and wine. Fill in from the other shops. Don't miss the bread at the Lighthouse Café, located on a side street near the Catholic church.

Beer and liquor are available. But we would have the charter base lay in the heavy stuff, beer and bottled drinking

another anchorage and gave us some fresh-baked bread. Their generosity was astonishing.

So we will remember the anchorages and the sunsets and the snorkeling in Vava'u. We have seen no better cruising ground. And the dignity and friendliness of all the Tongan people we met. And the unforgettable sounds of the Free Church of Tonga congregation singing à capella, without direction, in perfect four-part harmony. But mostly we will remember the Makatu'us. We have sent a christening dress for little Jerryanne, and one day we hope to see her and her family again.

—jerry mashaw & anne macclintock

*Readers — Jerry and Anne are the authors of the newly-released *Seasoned by Salt: A Voyage In Search of the Caribbean* (Sheridan House, 2003.)*

## Charter Notes

Notification of two significant changes in the industry crossed the ol' charter desk this month — the first with local ramifications, the second noteworthy to international charterers.

Although the San Francisco-based steel sloop **Ruby** is generally acknowledged as being the longest-running charter operation on the Bay, the schooner **Rendezvous** has got to be a close second, having become a familiar sight on these waters many years ago. Last month, however, **Rendezvous** was do-

## CHARTERING IN TONGA

tour boats out of Neiafu.

*Clothing:* Dress for the Caribbean, that is, near-perfect temperatures. But bring more cover-ups than usual. It can cool off in the evening. Also, Tongans are extremely modest — women swim fully clothed — so you will want shorts and a top for town or village walks and long pants or a skirt for church, a stop we highly recommend.

*Restaurants:* There are plenty in Neiafu and a number on the out islands. There are also massive Tongan Feasts every Saturday night at Barnacle Bay, and at other locations on other nights by arrangement. Restaurants are allowed to stay open on Sunday.

— jm & am

# WORLD OF CHARTERING



*The schooner 'Rendezvous' in all her glory.*

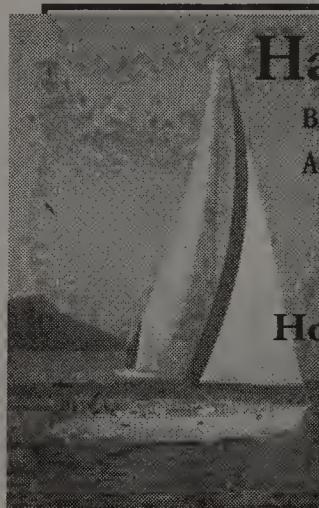
nated to the non-profit **Santa Cruz Youth Sailing organization**. She will now be based on the Monterey Bay, where she will be involved in 'risk youth sailing', scientific research and a variety of after-school youth programs. Built in the 1930s and upgraded several times since, **Rendezvous** has already introduced

the joy of sailing to thousands of newcomers, and apparently that tradition will continue. As we often note when discussing this time-honored vessel, she was used in the filming of the **John Wayne** classic *Wake of the Red Witch* — the only film we know of where 'The Duke' played a bad guy! Look for a complete story on the schooner's new activities in next month's *Sightings*.

On the international scene, there is — sadly — one less charter outfit to choose from. After decades of operating both crewed and bareboat charters in Greece and Turkey, **GPSC**

abruptly closed its doors late this summer. As no press info was released, we only learned of the closure through the charter industry 'grapevine', and have been unable to reach any of the company's officers for comment. Although Greek owned, **GPSC** had a long-established U.S. office staffed by a very dedicated staff, some of whom had been there for many years.

There was a time when bareboat operators and other charter firms seemed to be going out of business left and right, but with consolidation by multinational firms like The Moorings and Sunsail, closures such as this are now extremely rare.



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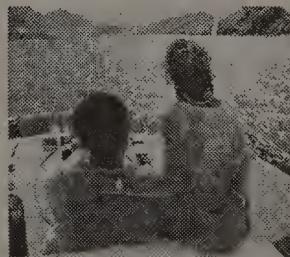
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# CHANGES

With reports this month from **Punk Dolphin** drifting away at Beveridge Reef; from **Chewbacca** on cruising aboard a small cat; from **Shayna** on actively cruising in a couple's 70s; from **Wanderlust** on becoming a nature lover in the Galapagos; from **Annapurna** on moving on from Thailand to the Maldives; from **Buccaneer Days** at Two Harbors, Catalina; from **Joliga II** in New Guinea; from **Notre Vie** in the Med; from **Cat's Meow** in Puerto Escondido; and **Cruise Notes**.

## **Punk Dolphin — Wylie 38** **Bird Livingston & Suzie Grubler** **Lost Our Anchor Rode** **(Point Richmond)**

The night started innocently enough. We anchored *Punk* on a lee shore just inside the pass at Beveridge Reef — a tiny coral reef in the middle of nowhere in the South Pacific — so we would be close to the pass for diving the following day. Our friends and fellow divers on the *Swan 57 Cowrie Dancer* were anchored about 40 yards away, and invited us for dinner. We had just finished a delicious curry chicken meal and were chatting about the usual yachtie stuff when it started pouring down rain. Having battened down the hatches before leaving *Punk*, and having brought our foul weather gear with us, we had no worries, right? Wrong.

Soon the wind started howling at more than 30 knots, making the seas inside the lagoon too big for our 2 hp outboard-powered dinghy. We looked out the companionway every now and then to make sure *Punk* wasn't dragging and continued our visit — although we were anxious about the situation and wanted to get back to our boat. For one thing, Jonathan had not put the anchor rode through the hawse pipe, and casually mentioned that he was a little concerned about potential chafe from the bow roller.

There were several lulls in the wind, but each time we'd put our foulies back on and get ready to go, it would howl at

*By the time the chilling Beveridge Reef anchoring fiasco had finally played itself out, Bird was a tuckered sailor and crashed hard.*

30 knots again. Realizing it would be very hard to safely get into our dinghy, let alone make it back to our boat, we kept postponing the trip. Even our hosts mentioned they were concerned about the possibility of having to come to our rescue if our dinghy flipped.

When the wind finally dropped to 24 knots, we made a break for it. Getting into the dinghy was like trying to step onto the back of a bucking bronco — but we made it successfully and started motoring towards *Punk*. The first thing we noticed is that she was stern to the wind and waves, which was really weird. As we got closer, we noticed there wasn't an anchor rode coming off the bow anymore! Shit, shit, shit!

'Ladies and gentlemen, start your engine', we said to ourselves, for our boat was headed out the pass. There was so much adrenaline pumping through my body that I was shaking, but luckily Bird and I managed to keep thinking clearly. He got the engine started and *Punk* turned around before she ended up on the reef or drifted out the pass to never-never land. We must have used up a lot of karma points on this incident, because had we stayed on *Cowrie Dancer* for even just a couple of more minutes, there's no telling what would have happened to our boat.

Bird checked the bow of *Punk* and confirmed that our rode had chafed through. We had known better, of course, but we figured we'd only be gone a couple of hours, and there was no way the rode could chafe through so quickly. But it did.

But our troubles weren't over yet. Motoring around inside a little barrier reef at night is nerve-racking in itself, but when Jonathan told me to steer 270° to exit the pass out into the ocean, I just about freaked! Actually, I mutinied. I told him that if he wanted to try to negotiate the pass when he couldn't see the reef, he'd have to do it himself, because I refused.

Bird's first instinct had been to blow little Beveridge by heading for the open ocean and Tonga. He thought that would be the safest. Then he realized it would be dumb to leave our anchor and all our chain in a place where we could easily retrieve it the next day. So his second

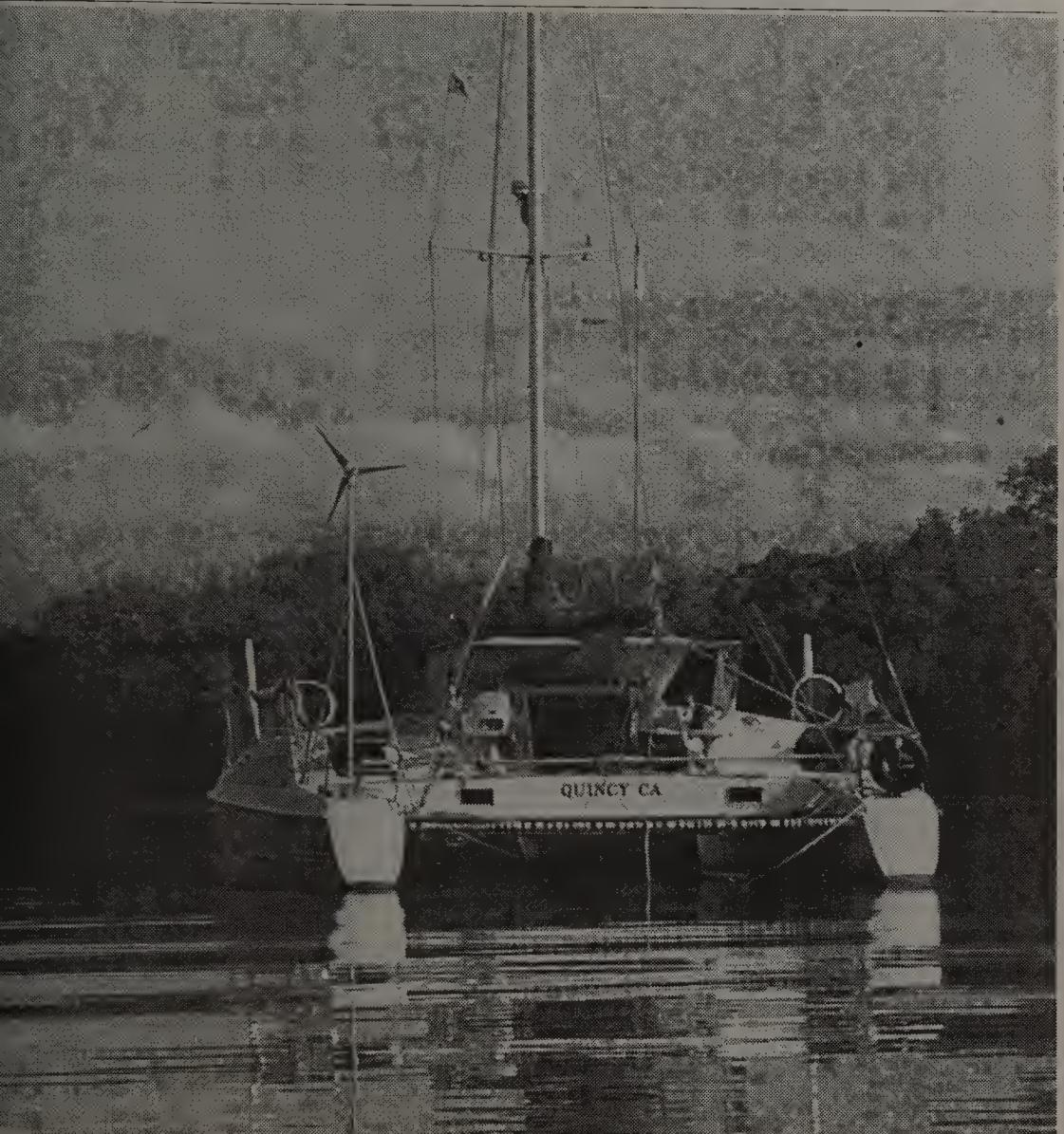


thought was to get outside the reef and hove to for the night. Mind you, we have another anchor and lots of rope rode, but all our chain was on the bottom of the lagoon. And the lagoon has so many coral heads that it was unlikely that a rope road would last through the night.

Fortunately, when Bird radioed *Cowrie Dancer* to update our situation, Dale mentioned they had extra half-inch chain and a big CQR. Whew! We motored up and down the lagoon until Dale could get things ready, then pulled up to the dinghy behind their boat to pick up the new ground tackle. We held station while he attached his chain and anchor, then threw it all overboard.

I'm typing this email while on anchor watch, counting our blessings. We could easily be boatless right now.

Even before this happened, Bird had been itching to get underway to Tonga because the Beveridge Reef lagoon doesn't provide much protection and it's rolly at anchor — and he hates rolly anchorages. But I thought the diving is phenomenal,



COURTESY CHEWBACCA

the potential boat speed increases with the waterline. But more importantly, the longer the waterline, the greater the load carrying ability. This is critical on cruising boats, because these days cruisers like to take just about everything with them. It's not unheard of for boats to have washer/dryers, trash compactors, and electrical systems that could power a small village. But an overloaded multihull not only performs poorly, but is potentially less stable and less safe. A few designers are answering this problem by simply making the hulls wider. This increases the cargo carrying capacity, but at the expense of performance. This may be why most of today's production catamarans are 36 feet and longer, and why the average length seems to be getting longer every year.

We recognize the limited weight carrying capacity of our small catamaran, and have therefore done our best to keep her light. In the process, our boat has become what some other cruisers call 'technologically challenged'. For example, our running water system consists of my wife April running out of water and me having to get into the dinghy and running off to fill another jerry jug. We have no water tankage — unless you count the five jugs of water we carry belowdeck. So far I haven't had to rebuild a watermaker or replace a leaking water tank, but I probably have more mileage on my Tevas than the next guy.

Want a cold drink? We left our fridge ashore. Luckily, every now and then we anchor next to some of the kindest cruisers — who actually have cooled drinks. You should see the kids' eyes twinkle when they see our friends on the trawlers *Epilog* or *401K* drop anchor within rowing distance! Actually, it normally wasn't too hard to find ice throughout Mexico and

*Another small multihull that has been cruising from California to Panama is Jim Baker and Suzie Kendall's Searunner 31 'Sparta'.*

**The Winship girls — Kendall, top, and Quincy bottom — have been cruising on their family's small and basic 33-ft cat for three years.**

so I talked him into staying one more night for one more dive the following morning. So I'll be getting my wish of another dive tomorrow — diving to find our lost anchor and chain! After that, we'll be on our way.

— suzie 10/3/03

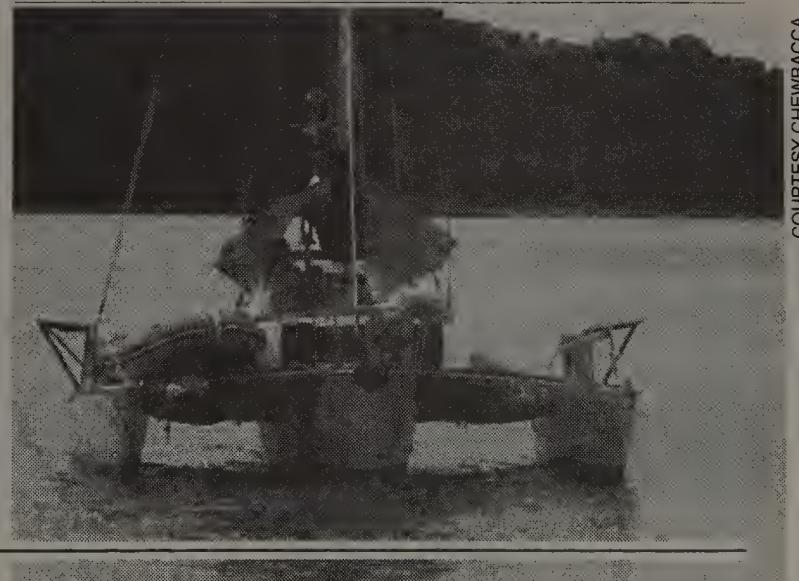
#### **Chewbacca — Crowther 30 Cat The Winship Family Currently in Panama (Alameda)**

Ever since the editor of *Latitude*, and Chris White, the author of *Cruising Multihulls*, have made public the notion that cruising in a catamaran under 40 feet is unsafe, we on *Chewbacca* have been besieged with questions regarding our young family and our boat. *Chewbacca* is a Lock Crowther-designed 30-footer with a 22-foot beam. Starting in 1985, she became known as a proven race boat in Australia, and was later campaigned in 'San

Francisco — winning several races including the Doublehanded Farallones. After we bought her eight years ago, we traded away her racing sails for anchor chain, thereby beginning the process of turning her into an admittedly spartan cruising boat.

For the past three years, starting with a Ha-Ha, we have put our cat through her paces cruising in Mexico, Central America, and now down to Panama. Even after all this time we're still learning a lot about our boat. Luckily, we're still not experts at sailing a 30-ft cat through real storms and big seas, but so far she's handled several bouts of fairly nasty weather well. Potential cat owners always ask how important the '40-foot rule' is. This is how we 'little cat' people feel about it:

1) Much as with monohulls, when all other things are equal,



COURTESY CHEWBACCA

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Central America.

Since our cat's auxiliary power comes from a single 9.9 hp outboard, we don't have an alternator to charge up the batteries. So we supplement our power needs with a small solar panel and a wind generator. The real workhorse, however, is a 1,000-watt Honda generator coupled to a 45-amp IOTA brand battery charger. When the sun and wind don't cooperate, our generator is always able to top off a half depleted battery bank in an hour or so. The generator and charger weigh in at less than 35 lbs, and their combined cost — \$800 — is less than a big solar panel or another wind generator. The generator also runs the sewing machine and all our power tools, so we don't need a big and expensive inverter either.

In our windlass locker, you'll find a pair of leather gloves that I use to haul up the hook. Our autopilot came off a Cal 20.

2) We believe that a blanket statement suggesting that the safety of a boat increases with her waterline can be very misleading. We've seen 50-ft boats — both monohull and multihull — that we wouldn't cross Lake Merritt on, but we've also seen 26-ft boats that have successfully crossed oceans. We think that the design, construction, and condition of a boat are the most important factors in her being seaworthy.

3) When asked about the trade-offs of turning a race horse into a plow horse, I have to admit we no longer reach along at 14 knots as we used to off Alcatraz, and that we've had to raise the waterline twice. On the other hand, I haven't worn socks in three years — it's a cross that I must bear.

4) Would we like a bigger catamaran? Yes — but not at the cost of having to work *When 'Chewbacca' needs more power than the sun and/or wind can provide, it's time for Mr. Honda to drive a 45-amp alternator.*

for another five years. We'd rather go now with what we have, which is more than adequate — unless we needed full standing headroom for the whole family.

5) Cats may not be 'salty' looking, but I've never heard anyone describe *Elan* or *Pantera* as being ugly. With lines as classic as a red Ferrari, they look fast even when tied to the dock.

Luckily for us, the wind has been from aft most of the way to Panama, and perhaps because we have such an ugly boat, we have had most of the anchorages to ourselves. So, here we are, anchored off a paradise of an island, watching another tropical sunset, probably not knowing how bad off we really are. I think I'll get in my Porta-Bote and go look for some ice for my rum.

— bruce 10/15/03

## Shayna — Hylas 45.5

**Larry Hirsch & Dorothy Taylor  
Cruising Two Boats  
(San Diego)**

The 'Old Fogies' are still at it! We completed our 'circumnavigation' of the Atlantic in January, sailing from the Med to Martinique via the Canary Islands, thus ending five years of cruising in Europe. Our Atlantic crossing was a great 21-day sleighride — not bad for a couple in our mid-70s! After bopping down to Bonaire to leave our boat for hurricane season, we flew home to San Diego for a few months.

What we really need to tell you about is what we did in Europe for the last two summers. After a taste of canal cruising in the United Kingdom a few years ago, we thought we needed a change of pace and scenery from ocean sailing. So while we wintered on *Shayna* in Barcelona two years ago, we started to look for a stinkpot canal boat in Europe. We had a great time wandering through France and The Netherlands, mostly by rental car, checking them out.

Our original plan was romantic — to buy an old iron Dutch canal barge. We quickly came to the conclusion that they were too big and would require a ton of time and money to upgrade. Then we heard that the Crown Blue Line, a company that is sort of the Sunsail of canal boats — in fact, Sunsail owns them — sells off some of their older canal charter boats every year. So we ended up buying a 40-ft, three-bedroom, two-bath, 25-year-old ex-charter boat with a four-banger Perkins diesel.

Buying a boat in the Netherlands is simplicity to the nth degree. There is no paperwork or government registration —



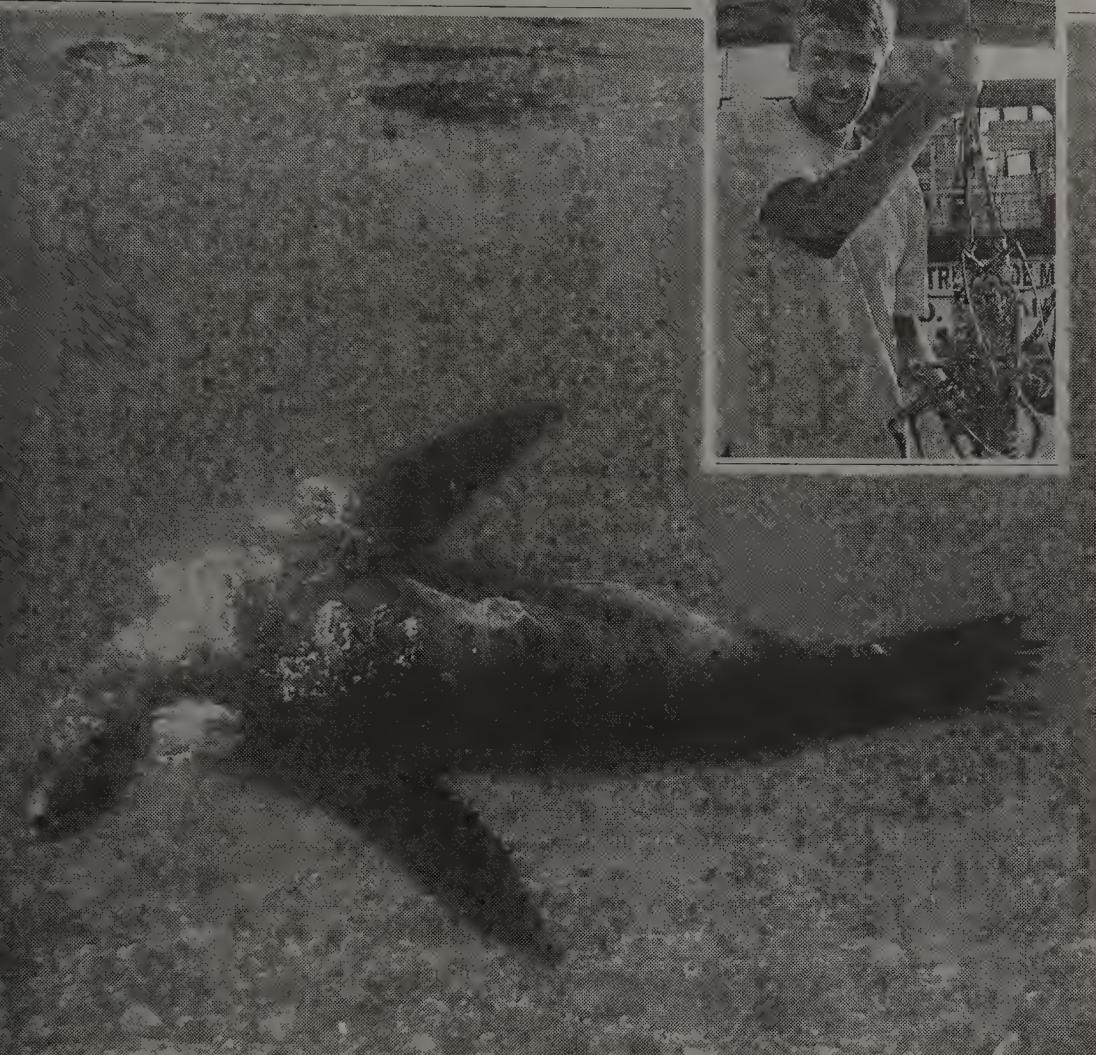
at least for boats under 40 feet with limited speed capability. Liability insurance isn't required, but it's very cheap so we bought it. We didn't have the boat surveyed, figuring that we two old salts knew what we were looking at. Larry did want to haul the boat out to check her hull. Since *Tulip* had never been in saltwater, her bottom was as smooth as the proverbial baby's behind.

Our *Shayna* is pretty much a high-tech boat with all the bells and whistles, but not *Tulip*. When you canal, it's a whole different thing, as there is no need for radios, GPS, speedos, depthsounders, paper or electronic charts, pilot books, autopilots, or inverters. You don't even need a compass!

We named our new boat *Tulip* and spent two glorious summers cruising the Dutch canals and rivers, returning to our faithful *Shayna* for the rest of the year. If this wasn't a sailing magazine, we'd tell you all about it. But at the beginning of this year we decided that with family commitments to nine grandchildren, it was impossible for us to maintain two boats. Since by this time we'd learned we were more saltwater than freshwater mariners, and that canalizing is too tame for us, we put *Tulip* up for sale. She sold in a week —



# IN LATITUDES



**Spread and left insets; It was this kind of sea life that transformed Mike Harker into a nature lover. Inset right; Fabio, crew to the Marquesas.**

until the buyer got cold feet at the last minute.

Although we're still two-boat owners, we'll head back to Bonaire next week and start our trip to Cartagena, the San Blas Islands, and into the Pacific. Look out Mexico, we're coming back!

— larry & dorothy 10/20/03

**Larry and Dorothy —** We hadn't heard from you in a little while, so we were getting a little worried. The arrival of your 'Changes' made our week, as you two are tremendous inspirations. Somewhere between Mexico and Cartagena you'll be passing in the opposite direction of *Profligate*, so she'll be keeping an eye out for you.

## Wanderlust — Hunter 466

**Mike Harker**

**San Cristobal, Galapagos  
(Manhattan Beach)**

My crew of Carla, the beautiful redhead from Namibia, and Fabio, a Brazilian I met in Panama, are here with me enjoying the Galapagos after a sail from Panama. The Ecuadorian government has

a new rule for yachties in the Galapagos — we can stay for 20 days and visit all three ports. This week we are at San Cristobal, and before long we'll be moving on to Isabella and finally Santa Cruz.

The Ecuadorians are the most friendly and helpful people we've met to date. Right now, Fabio is on a three-day dive excursion, while Carla and I are relaxing in port. She'll fly home next week from Santa Cruz to continue her studies, so I may look for a new third crewmember as our next leg to the Marquesas will be 3,500 miles.

My future plans are to stay in the Marquesas for a few weeks, then sail to Hawaii at the end of November, arriving before Christmas. I will then fly home for a few weeks before returning to Hawaii to sail my boat back to the Bay Area in time for Pacific Sail Expo in April. Hunter wants to show off my boat there once again. Next fall, I plan to do my second Baja Ha-Ha, then hang around Mexico and Banderas Bay until the Puddle Jump to French Polynesia in April. Then I'll continue west to do



MIKE HARKER

a circumnavigation. Since I've already sailed this boat to the Med, I will have completed the loop there in 2005.

I've read that *Profligate* will be going through the Canal soon in order to spend New Year's in St. Barth. The *Wanderer* recommended New Year's at St. Barth to me, and we briefly met there on my boat and then again on *Ticonderoga* for New Year's Eve. It was great!

The new Marina Flamenco will be partially finished when *Profligate* arrives in Panama. David Cooper, a very friendly American, is the dockmaster. You can reach him on VHF 10 or by email at marina@fuerteamador.com in order to reserve a slip or mooring. When you get to the Colon side, please give a copy of the appropriate *Latitude* to the taxi driver whose picture ran with my report on the transit. And if you get any spare time waiting for a lock assignment, don't miss the Las Perlas Islands — and particularly the beautiful Hacienda del Mar hotel at the south end of San Juan Island.

**Update #1 —** We're now at Isla Isabella, and I just spent the most fantastic afternoon of my entire voyage! After an all day sail yesterday, we arrived at the Puerto Villamil anchorage at night. The entrance is tricky enough during daylight, but at night it was very difficult because it's tucked in behind some reefs and there's not much water. Anyway, this morning I put my kayak in the water for a short paddling session to loosen up my muscles — and quickly discovered that during the day this place is a perfect spot for communing with nature!

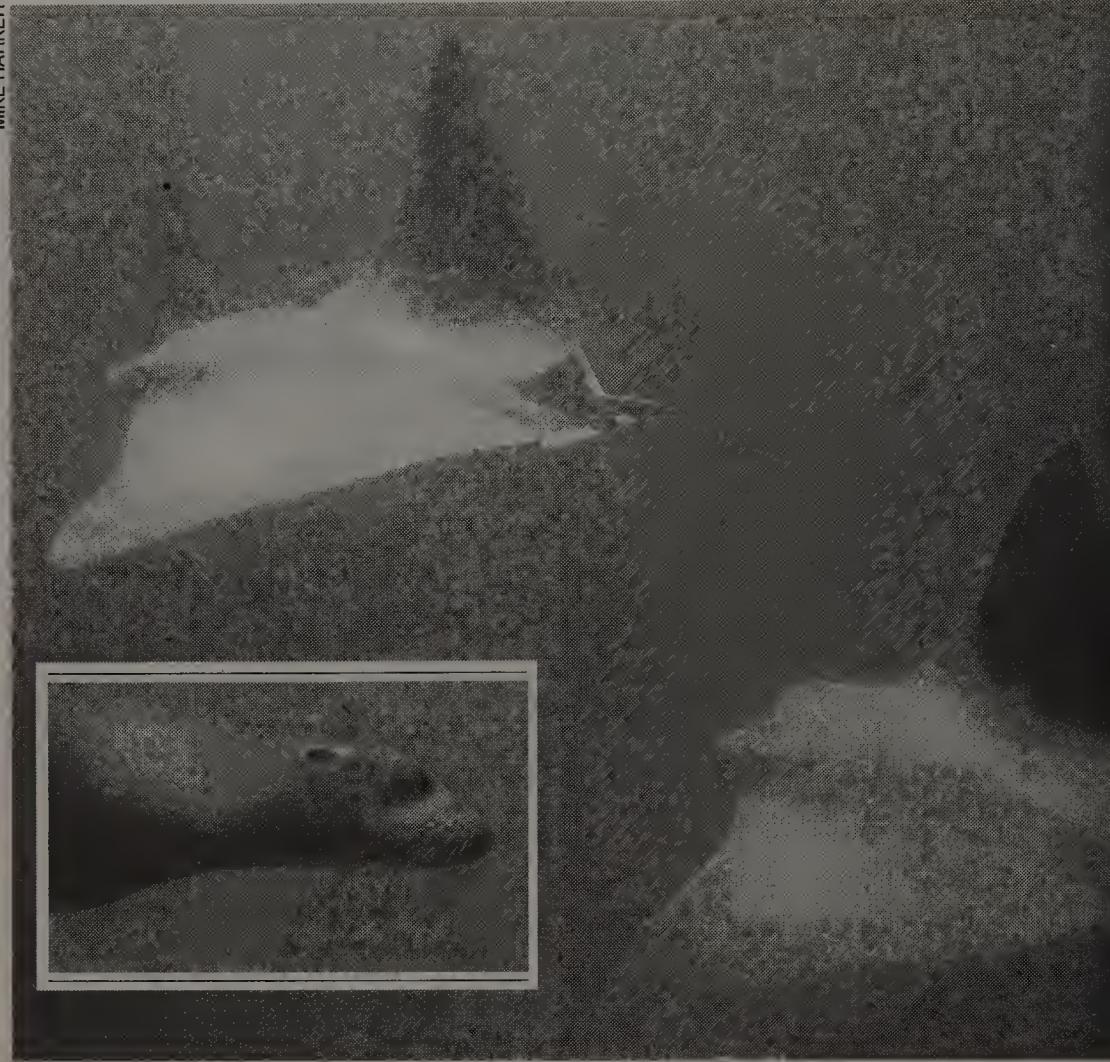
Puerto Villamil is not on the normal tourist route, so there are no sightseeing or dive boats that are based out of here. The village only has two dozen buildings, all of which are brightly painted and kept clean. It's a long and complicated dinghy

**Mike took his kayak out to loosen up for 30 minutes . . . and four hours later came back a nature lover. The Galapagos will do that to you.**



# CHANGES

MIKE HARKER



ride to the small pier, then a mile walk from there into town. So I decided to take a little kayak tour before going to town. Anyway, what started out to be a 30-minute warm-up kayak trip turned into an excellent four-hour adventure with more nature and sea life than you get to see during an all day trip to the zoo. While paddling into a quiet lagoon, I was quite literally greeted by a dozen or more huge sea tortoises! They would pop their heads out of the water and stare at me from just three feet away. Then they'd swim under my kayak, pop up on the other side, and stare at me some more. They didn't tire of it, and more kept showing up.

Eventually, I decided to move on, and began looking for a "shark lagoon" that a local fisherman said was "over there somewhere". Finding a small path through the mangroves, I came to a channel six feet deep and wide — where there must have been 25 white tipped sharks darting about trying to stay out of each others' way. One hundred and fifty feet further down the path, the rocks and mangroves opened up into a large lagoon that was six to 10 feet deep. Here the sharks roamed around as if looking for someone to eat!

Back on the kayak, I cruised around to where some large cactus stood proud on a rocky ledge. At the base of the tallest cactus was a six-foot long black iguana slowly moving to higher ground. He found a nice spot and lay quietly in the sun, not letting anything bother him.

On a small point around the corner, there was a group of birds and crabs enjoying the afternoon sun. The crabs were bright reddish-orange, and moved slowly in groups of two or three over the black lava rock. They crawled right across the powder blue colored feet of the blue-footed boobies! Sharing the same rock with these unique boobies were a dozen penguins! I could walk right up to the penguins and they would lift a wing or foot, and pose for me with a smile! They didn't seem to sense any danger. I probably could have gotten out of my kayak and sat next to them, but the smell of the guano was a little too strong. With the large variety of birds overhead and the seals swimming around, it was a nature lover's paradise. In fact, I'm becoming a nature lover!

Update #2 — Carla has left for her home in Namibia to continue her studies. Before she left, she befriended a girl named Lean who was on a stipend from a university to study in a foreign country. Having become disillusioned with all the restrictions in the Galapagos, Lean has decided to join Fabio and I for further adventures in the Galapagos and then for

the long trip to Nuku Hiva in the Marquesas. We leave tomorrow.

My family keeps asking me why I've been doing all this rapid cruising when I have such a good life in Manhattan Beach and at Lake Arrowhead. I tell them that I'm 57 years old and can only do this once. There will be plenty of time for me to sit at home and watch the *Travel Channel* when I hit 60!

— mike 11/02/03

*Mike — Sit at home at age 60? Next month we'll have a feature on a guy about to finish his second circumnavigation — and he's 30 years your senior!*

**Annapurna — Hans Christian 48**  
**Buddy & Ruth Ellison**  
**Thailand To Turkey, Part I**  
**(San Francisco)**

Sad that our time in Thailand and Southeast Asia was over, on January 7 we set sail across the Indian Ocean to Sri Lanka, the first stop on our way to the Red Sea and the Med. We had a nice eight-day sail to Galle on the southwest tip of the island, with moderate northeast tradewinds all the way. There have been border disputes between the north and south of Sri Lanka, but luckily they were speaking to each other while we were there.

*Spread and both insets but lower right; Mike Harker found more sea life at the Galapagos Islands. Inset; Lean, new crew to the Marquesas.*

Once we got secure in the harbor at Galle, we had time to look around and were pleasantly surprised. The people speak English, the tuk-tuks weren't terribly expensive, and the drivers and other service providers weren't too pushy. As usual, the locals seemed to have huge smiles. Galle is quite a step down from Phuket, of course, but all services were available to those who asked around. Mike's Yacht Services is quite a place, as they arrange for fuel, gas, tours, laundry — and have quite a good dry market. Mike has a price list for everything from cereals to mayonnaise, pickles, olives, pasta — all the stuff we think we can't live without. We also went jewelry shopping, as Sri Lanka is supposed to be famous for its sapphires.

We also went on a one-day safari with eight other yachties. We drove three hours over not-so-smooth roads with oh so many obstacles — cars, people, bicycles, motorbikes, cows, and dogs — crowding the streets. We arrived at the Yala National Park around 10 a.m., and got into a jeep with bench seats for a four-hour drive around the park. It was a Motrin ride, but

MIKE HARKER



fun. Although nice, Yala doesn't have the grandeur of a Yellowstone or Yosemite.

Since all the cruising notes highly recommended an island trip around Sri Lanka, Mike arranged for us and two other cruising couples to do a five-day trip. It cost \$32 a day, including the van and Hemisiri the driver, who spoke good English and who was very helpful. We quickly learned that Sri Lanka is a beautifully colorful island with white sandy beaches, friendly people and villages, green hills, ancient ruins, and beautiful artwork.

We first went to an underground Buddhist temple in Matara, then north to Ella and Nurawa Eliya, where we spent the first night at the Alpine Hotel — \$27 including a nice buffet. This is one of the highest peaks in Sri Lanka, and it was actually cold. We bundled up in what we brought, which wasn't much, but we survived. Later we learned you have to ask for a heater, extra blanket, and towels.

We next travelled through the amazingly picturesque and lush tea country. We passed women on the hillsides picking the tea, then visited a factory to sample the Ceylonese tea. It was all very civilized. We learned that the poorest quality tea goes into tea bags, so if you are a tea drinker, buy it loose. Our second night

was spent in Kandy, where we went to the Temple of the Tooth, Sri Lanka's most religious site — because it's supposedly home to a portion of Buddha's tooth! Afterwards we saw some genuine Sri Lankan dancing, which wasn't too bad, and had front row seats for the firewalking!

We'd planned an trip north to Sirigya, where we intended to spend the night. Unfortunately, one of our group, Lorraine of *Iolanthe*, wasn't feeling too well. In fact, she got up in the middle of the night, fainted, and hit her head on the tile floor! She had to be taken to the hospital for 10 stitches. So she and her husband stayed in the hotel while the four of us — including Rod and Mary off *Carillion* — went on to Sirigya and returned to Kandy that night. We climbed to the top of the famous rock, having to make an unthinkable amount of steps — and we were charged \$15 each for our efforts.

The view from Sirigya was spectacular, however, and some call it the 'Eighth Wonder of the World'. King Kasyapa, who killed his father and usurped the throne from his older brother Moggallana, the rightful successor, carved the rock during the 5th century A.D. Kasyapa was rightfully paranoid, so he built a fortress with moats, walls, and crocodiles. Two huge lion's paws flank the entrance to the upper palace, and metal steps have been installed for the final nosebleed climb. It took 60,000 slaves seven years to build Sigiriya — and sometimes we cruisers think we have it tough.

The next day Lorraine was a little worse for wear, but we plodded on to the Elephant Orphanage about 90 minutes west of Kandy. As far as getting up close and personal with animals, this was a close second to Borneo and the orangutans. We walked with the cute little elephant buggers and watched them bathe in the river. It was definitely worth the trip! The rest of the day was spent driving back to Galle. It wasn't a long distance, but it took lots of time because the roads are atrocious and the streets are jam-packed in the towns. It reminded us of driving in Vietnam and Cambodia, although Sri Lanka is much prettier.

Our 443-mile passage to Ulegama in the Maldives was, as most passages are, a mixed bag. The seas were eerie — glassy calm, with a mist that seemed to combine the sky with the water. It looked like a cross between velvet and blue jello. We saw dolphins, birds, and a few turtles along the way. All eight boats in our little group got so much favorable current the last day that we had to slow down in or-



*Having regrettfully said good-bye to Thailand and Southeast Asia, Ruth and Buddy are on their way to the Red Sea and the Med.*

der to arrive after dawn.

Ulegama is the northernmost atoll in the Maldives, the Ihavandhippolhu Atoll. It reminded us of the Tuamotus and other parts of the South Pacific — except they are 100% Muslim. Of the 26 atolls and 1,200 islands, none is more than 10 feet above sea level — so the people of the Maldives potentially have a lot to lose from global warming.

The people are extremely friendly, except for the officials who were professionally aloof. The government seems to have a stranglehold over the population, and they don't want the population interacting with tourists — except in a few designated tourist areas. Despite the Arab Muslim thing of wanting people to stay away from infidels, the regular folks want to interact anyway — and do so when Big Brother isn't watching. The locals weren't allowed on any yachts, and we had to be out of their villages after dark. We're not sure what the punishment would be if a local was caught fraternizing with a "foreign devil" — perhaps jail, flogging, standing in the corner with a dunce hat — who knows? For those of us from open societies, such restrictions are hard to understand.

But it's their country and we can leave any time we want, so we respect their wishes even though we don't agree with them. The Muslims do like our money, however, as well as when we do things like fix a generator, seal a leaking fishing canoe, give school supplies to the kids, and books to the library. All of this has to be approved by local officials first, however — talk about looking a gift horse in the mouth.

On the positive side, it's very pretty in the Maldives. The town we visited was extremely clean, with sand 'streets' and buildings made of coral and rock. As we

# CHANGES

walked through the village, people with huge smiles invited us to sample of their food and to drink some Tang(!) while sitting under a palm tree. Buddy loved the food, which is spicy as in Thailand.

We enjoyed our week in the Maldives, especially the laid back pace compared to Thailand and Sri Lanka — not to mention the crystal clear water. Unfortunately, we had to hide our three spearguns to keep the officials from confiscating them. They tell the yachties that scuba diving isn't allowed because they have "no medical facilities for decompression". Funny, there are scuba dive resorts everywhere. We were allowed to fish with lines, but that's no good for Buddy, who loves to shoot his fish. In fact, he hasn't caught a fish with a line in 2.5 years — since we were in the Louisiades in Papua New Guinea.

— *ruth 9/15/03*

## **Aahrr, Those That Dies Will Be The Lucky Ones! Buccaneer Days Two Harbors, Catalina**

You know the difference between pirates and buccaneers? Pirates could be of any nationality and stole from anyone, anywhere. Buccaneers, on the other hand, were groups of runaway slaves, Dutch, English, and French criminals and runaways, all of whom hated the Spanish, who ruled most of the Caribbean during the 1600s. Buccaneers were originally known as boucaniers because they lived in the Caribbean and preserved meat by roasting it on a barbecue, called a 'boucan', and cured it with smoke. In time, the term buccaneer came to be used to describe any unscrupulous adventurer in the Caribbean.

In early October of each year, Two Harbors on Catalina hosts Buccaneer Days, when everybody is supposed to dress up as a buccaneer or wench, and just about anything goes. "What happens on the island, stays on the island," is the motto. So all we can say is that many folks had great costumes, much cleavage — with coins or bills propped between the boobs — was displayed, and prodigious amounts of hard liquor were consumed. Despite Two Harbors being packed with partying people — all the moorings in the area were taken and the anchorage was crowded — everyone pretty much behaved themselves.

## **Joliga II — Ranger 29 John Sloboda Misadventures In Papua New Guinea (Ventura)**

I returned to Bwagoia, Misima Isla,



PNG, on August 24, having had a bumpy ride through the Wuri-Wuri Pass. It was a good sail as I didn't have to motor until I got to the harbor. I stayed for about two weeks, mailing eight letters, buying more supplies (booze), filling the water tanks and jugs, and topping off the diesel. I also attempted to patch my dinghy yet again. During this time, I watched as 12 other cruising boats came and went. I mostly had winds of about 15 knots in the anchorage, but there were some squalls and calms.

I checked out of PNG on September 8, then I did my 'final final' shopping — 10 gallons of diesel, a case of beer, another box of mixed food, three bottles of scotch, and five newspapers. I placed the plastic bag containing the newspapers in the dinghy, then stepped into it — and found myself up to my knees in water! The dinghy floor was now attached only at the front and back! I don't know how I managed to get back to the boat, but I did. Naturally, the papers were all wet along with just about everything else. Oh my, the ongoing saga of my leaky dinghy.

Leaving Bwagoia Harbor the next day, I motorsailed 18 miles to Wuri-Wuri Pass. As I did, the rpms on my diesel started to drop off. I had no idea what was happening, so I continued on another 10 miles

to Pana Numara, intermittently losing diesel revs. I finally shut down the diesel to investigate — and discovered the electric fuel pump was off. That explained a lot of things!

Tearing into the fuel system the next day, I found the primary filter half empty — making me wonder how the diesel had run at all. After bleeding the system, I managed to get the engine started, and after a few minutes she was running as smooth as ever.

I tried to inflate my spare dinghy, a Quicksilver model with a failing starboard tube. I soon determined that it was useless to me, and told the local kids they could take it ashore and do whatever they wanted with it. Meanwhile, I distributed presents to the people — Bernard, Joshua, Paul, Simwell, and Pastor Warren — who had previously helped me retrieve my anchor and chain.

During the next couple of days, I continued on to Grass Isla and then Hata-Lawi Harbor, where I saw a crocodile on a reef 100 yards to the south of me. So I decided to try to glue my dinghy again, both inside and outside on the port side.

On the 24th, my diesel overheated, so I turned her off and let her cool down.



ALL PHOTOS LATITUDE/RICHARD



When I started her again, she ran normally. The next day my diesel overheated again in five minutes flat, so I took the fresh water pump apart. Guess what? There were no blades left on the impeller. I didn't have a spare, so I was up Shit Creek without a paddle.

I headed toward Gizo in the Solomon Islands on the 27th, but after tacking back and forth for three hours with the autopilot cutting in and out, I had to hand steer — which I really hate! It turned out to be a bad plug connection, which, after I discovered it, I was able to fix quickly. After I got only five miles to Nimoa, Jack from *Egress* and Andy from *Djapania* came out in their dinghies to help me anchor. It would have been difficult without an engine and without them. Captain Suerto — Captain Lucky — lucked out again.

Once the hook was down, I explained my water impeller problem to Andy. Not only did he have a replacement impeller for me, but he also installed it. What a Prince! The pump is very awkward to get to. First, I had to empty the stores in the quarter berth, a major chore. Then he had to lean through the access panel, stick his head and left arm in, and remove four screws from the cover. I know how hard

it is because I'd done it the day before and was still aching all over. The lucky part is that Andy delayed his departure just to help me anchor. It's wonderful how cruisers help other cruisers out here.

I headed out for the Solomons again on the 29th, but Murphy wasn't done with me yet. Having covered 133 miles at a five-knot average in six-foot seas, I started hearing crunching sounds from my autopilot. Having heard these sounds before, I tore everything out of the quarter berth to get the spare out. A couple of hours later, the autopilot gave up the ghost for good. As I was sailing to weather, the helm was balanced, so I locked the wheel down and replaced autopilots. It took about half an hour to do that job, and I only got backwinded at the very end when a wave skewed the boat around. So I continued on to Gizo.

I sailed and motorsailed to Gizo, dropped the hook in front of the new market they are building, and was fast asleep before noon.

—john 11/15/03

*John — You're a wild one, Captain Suerto! But please do everyone — and most of all yourself — a favor by buying another impeller before you buy another*

*bottle of scotch.*

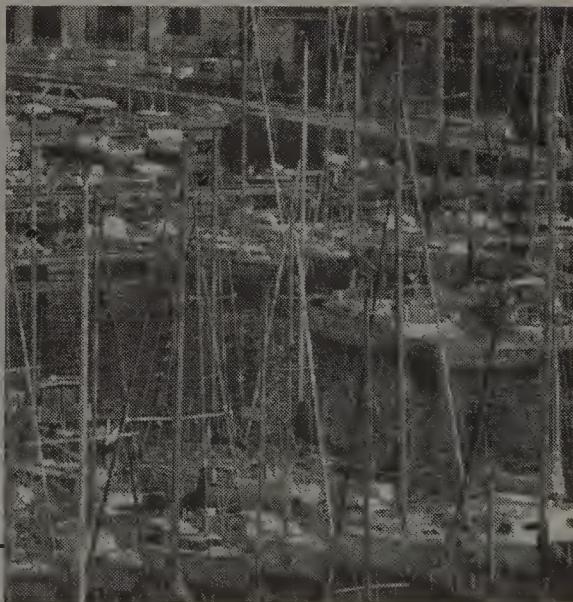
*For you readers who don't know where John got his nickname, more than 10 years ago he and his boat became separated about 25 miles west of the Panama Canal. After swimming around for nine hours, his screams for help were faintly heard in the darkness by a cruise ship doctor's wife who just happened to be taking an evening stroll. It was a one in a million chance.*

**Notre Vie — Amel Maramu 53**  
**Ken Burnap & Nancy Gaffney**  
**Corsica To Greece**  
**(Santa Cruz)**

It was August when we last checked in, we were in Corsica, and Europe was experiencing its worst heatwave of the century. During the day, we would either sail, and the wind would keep us refreshed, or we would anchor and swim to lower our body temperature. Thankfully, there was a cool breeze blowing down from the mountains most nights, making it possible to sleep.

When we started our cruise from the Atlantic coast of France in April, our goal was to 'sail south until the butter melted'. By the time we reached Bonifacio — a beautiful, natural steep-sided harbor on the southern tip of Corsica — the thermometer had climbed to 115! And that was with a 20-knot breeze blowing. As we tied to the dock, my brain felt as though it were melting. The heat had both of us believing that it was Friday when it was actually Saturday. This was crucial, because it's generally a no-no for us to go into a harbor on a weekend. But since it was Saturday, we entered against what appeared to be a race of boats heading into the harbor. There was an opposing race, however, of boats heading out of the

*Corsica, the birthplace of Napoleon, is popular with cruisers. There are numerous places to anchor along the rocky coast, and several harbors.*



CORSIKA TOURISM BUREAU

# CHANGES

harbor. Just for fun, ferry boats were blowing their horns and riding everybody's butts. One ferry sideswiped a small motor boat to push it out of the way! Inside the harbor, folks in dinghies raced around doing their best to find places for the incoming boats. Dear Capt. Ken persevered, steering us through the mob so carefully that I only had to fend off once.

From Bonifacio, we headed south across the Strait of Bonifacio to Sardinia and its Maddalena Islands. We wandered down the east coast of the Med's second largest island, stopping at the relatively new port of Santa Marie Navarrese. We secured the boat so we could rent a car and have a look around their spectacular mountains. Sardinia's well-paved highways made for easy traveling — except for the fact there's little signage for side roads. Having missed a turn and road to a lake we wanted to see, we ended up on a goat path. We wound up having to have an impromptu lunch of hard cheese and crackers under a cypress tree high on the mountain. At least it was pleasant, as we got to listen to the sound of sheep bells and watch cows take a siesta.

From Sardinia, we had an overnight sail to San Vito Lo Capo, Sicily, where two different kinds of coast guard kept telling mariners to move to different places. The second night, one coast guard wanted us in one place and the other coast guard wanted us in another place. Ken told them we had engine trouble — well, the oil was due to be changed — to bluff our way into not having to move the second night.

The next morning we left for Cefalu, which was much more friendly because it didn't have any coast guard at all. After anchoring off the white sand beach of the Old Town, we took our dinghy to shore to explore. We made it as far as the first interesting restaurant, where the food was so delicious that we ate three courses, had

*Porto Rotondo, one of the marvelous marinas on the beautiful northeastern shore of Sardinia. It's great, but not inexpensive.*

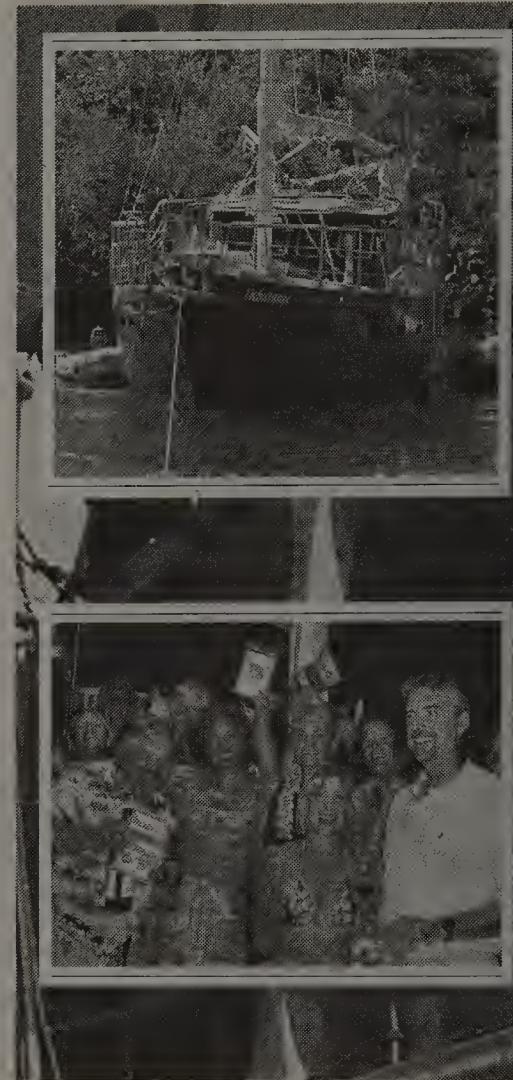


a bottle of wine, and made a dinner reservation for the cool of the evening! Cefalu was a great stop — we'd definitely go back again.

We later explored the volcanic Aeolian Islands, which are off the north coast of Sicily and, if Homer is to be believed, are 'home of the winds'. We then crossed the Straits of Messina, whose currents and whirlpools were mentioned in the *Odyssey*. The whirlpools have reportedly been diminished by changes in the topography because of earthquakes, and no monsters reached out to grab us. Nonetheless, it still was an impressive passage — and we saw whitewater patches locally known as *basterdi*. Actually the gods — or at least the currents and the wind — were with us, as we sailed seven knots DDW, but had a speed over the ground of 10 knots. We didn't fully realize the extent of our luck until we anchored in Taormina Bay and discovered that our engine had blown a plug and had been spraying seawater all over the engine room! If we'd needed to use the engine for more than just anchoring, we might have had much more serious problems. After a bit of foreign language fun trying to find the right tools and a replacement plug, we got the engine fixed.

Our sail to Greece consisted of an enjoyable two nights of beam reaching. Mars shone at its brightest these nights, and in combination with our being on the water put us in touch of the vastness of it all. We also experienced a wonderful sense of absolute freedom: to go naked; to play Beethoven's *Ninth* at full blast while barreling through the night; to have a beer and potato chips when coming off watch at 7 a.m. This is cruising.

After checking in with the authorities and getting our Greek cruising permit in Cephalonia, we headed over to Ithaca, the island home of Odysseus. In fact, the bay we anchored in, Ormas Pera Pigadhi, is at the bottom of Arethusa's spring, which still flows today. At the top is Korax, 'Raven's Rock', also from *The Odyssey*. It has the same name today. It's a very beautiful place, and the spring makes the water very refreshing for swimming. As we were watching the sun go behind the hill, I mentioned that I wanted to see the ravens. "There they are," said Ken. And sure enough, three ravens swooped down near the water, and back up to the ridge — no doubt ancestors of those mentioned by Odysseus. It was breathtaking. We have now passed through the Gulf of Patras and are in the Gulf of Corinth at the town of Itea, where we took a bus



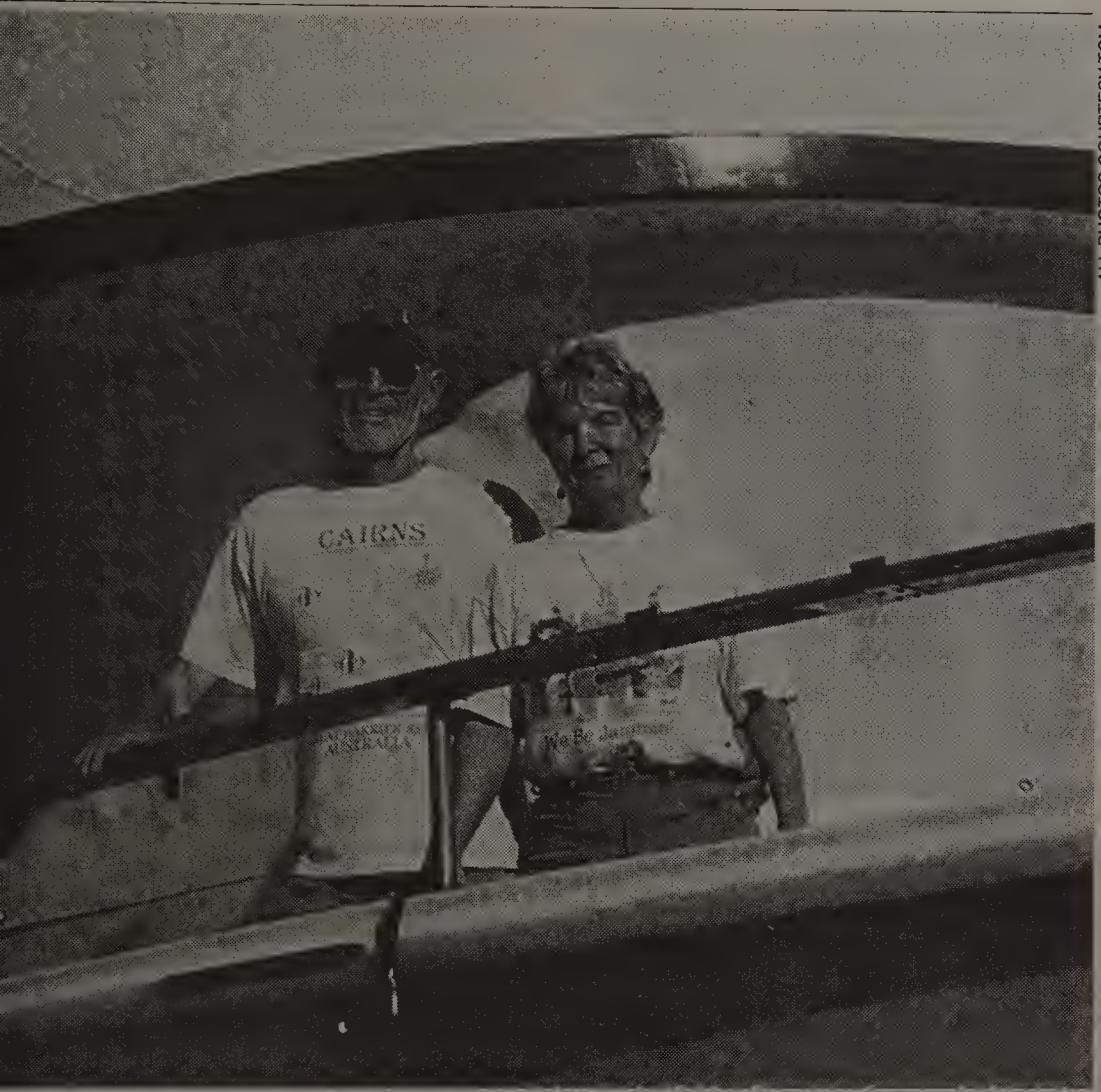
to Delphi. We are provisioning for our trip through the Corinth Canal and on to the Aegean Sea.

— nancy 9/8/03

## The Cat's Meow — 52-ft Trawler Martin & Robin Hardy Having Fun Doing Good (San Pedro)

We're aboard our 1968 custom 52-ft wood trawler *The Cat's Meow*, anchored in one of the beautiful spots just south of Puerto Escondido, Baja, enjoying everything about life. After so many nice things were written about our help during the aftermath of Hurricane Marty, you may be tired of hearing about us, but we would like to add our two cents worth.

Yes, our San Pedro-based *The Cat's Meow* certainly did provide lots of muscle and a good staging area for rescuing six boats here in Puerto Escondido. Some of the salvages were a little dicey, some were just plain dangerous, but in the end we were able to pull and tow all six boats to safety. We want to say 'thank you' for everyone's appreciation of our old 'stinkpot' — but we also want to mention that not one of those six boats could have been saved had there not been lots of



ALL PHOTOS COURTESY TCM

save boats belonging to people who had left the area for the summer. May your future cruising be sweet, for you richly deserve it.

#### Cruise Notes:

Just before going to press, we received word via the Central America Breakfast Club that John Haste's San Diego-based Perry 52 catamaran **Little Wing** was stopped and robbed in Cartagena Bay shortly after leaving a boatyard. Apparently there was only one person aboard the cat, and he slowed down for three men in a cayuco blocking the boat's path. Brandishing a shotgun, the trio boarded the boat, put a hood over the skipper's head, and bound him before stealing valuables, electronics, and \$400 in cash. The skipper was reportedly bruised but not seriously injured. Haste is a friend from years of *Little Wing* and *Profligate* competing in numerous Ha-Has and Banderas Bay Regattas. His boat was passing through Cartagena on her way to the Eastern Caribbean, where we hoped — and still hope — to resume our cat rivalry at St. Barth on New Year's Eve. We're not sure if Haste was in Cartagena at the time of the incident, as he was slated to crew in the Ha-Ha the following week aboard Bob Smith's Sidney, British Columbia-based 44-ft cat **Pantera**.

Colombia is a country beset by horrible problems, of course, but Cartagena had always been a relative oasis, as drug lords, revolutionaries, and paramilitary groups have maintained a curious truce within the city limits. While there has always been plenty of theft in Cartagena — **Big O's** dinghy was brazenly stolen right off Club Nautico — it's rarely been at the point of a gun. We hope this latest incident doesn't signal a change for the worse, as Cartagena is a fabulous city much loved by cruisers from around the world.

Previous to the robbery, we received

*'Little Wing'*, seen racing in Banderas Bay, was robbed shortly after leaving a boatyard in Cartagena. Nobody was seriously injured.

*Spread; 'The Cat's Meow' — with Martin and Robin — roared like a lion when their help was desperately needed to rescue six boats driven ashore by hurricane winds. Inset bottom left; Post-Marty party time. Inset upper left; 'Debutante', one of the six boats pulled free.*

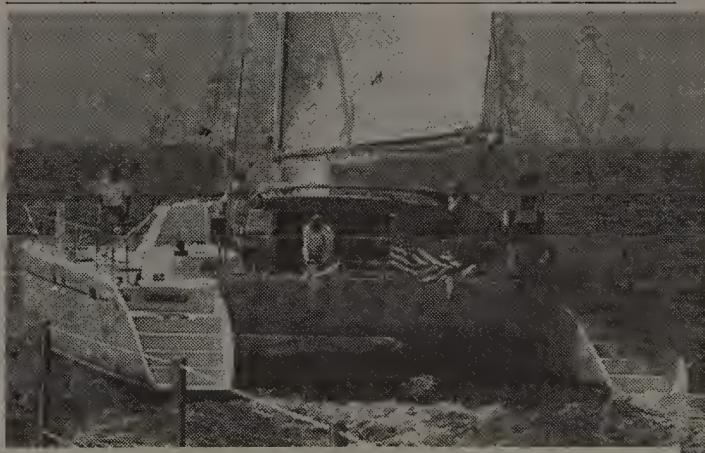
other folks willing to put in their time, effort, and sometimes dinghies, to make the rescues successful.

Three of the rescues lasted until well after nightfall, and one didn't end until 3 a.m. People from at least eight boats were involved in every one of the recoveries, and 12 boats were involved in the refloating of *Winsome*, the sailing vessel left high and dry about five miles south of Puerto Escondido. No one in their right mind would want to experience a hurricane, but those of us who were in Puerto Escondido during Marty came out of it knowing that we were better prepared for boat and water emergencies. We helped each other before, during, and after the storm. This community of cruisers — and the land-lubbers who assisted us in many ways — has come together as a very responsive and tight group of folks.

Now *The Cat's Meow* and crew is getting back to the cruising life she loves, enjoying the islands and anchorages in the Sea of Cortez. She is a good ole boat, and we, like many others, appreciate her very much.

— robin & martin 10/15/03

*Robin & Martin — In light of the unstinting efforts by you and your trawler, by the authority vested in us by nobody, we proclaim the two of you to be Honorary Sailors. Well done! And that goes for all the rest of you folks down there who went far beyond the call of duty to*



# CHANGES

this report from *Little Wing*: "Accompanied by Big John Folvig of the San Diego-based Andrews 70 **Elysium** and Ha-Ha vet Mark Sciarretta, we left the marina at Puesto del Sol, Nicaragua, on a Tuesday, and stopped at Banana Bay Marina in Costa Rica until Saturday. Then we had a fast close reach which we hoped would last long enough for us to make it from Golfito, Costa Rica, to the Panama Canal in one day — but the wind faded. My Canal agent tells me that since it's the off season, we should be able to transit in just 48 hours. As for *Little Wing*, the lightning strike in Nicaragua caused extensive damage to the inverter, sailing instruments, thru hull transducers, VHF radio antenna, engine relays, and microprocessor boards for the watermaker, autopilot, GPS, and refrigeration. It's at a time like this that I appreciate the simplicity of *Profligate*."

When it comes to Central America and Panama, lightning doesn't strike twice — it strikes just about all the time. "Our boat was struck by lightning at Playa Naranjo in Costa Rica's Gulf of Nicoya in early July," report Les Sutton and Diane Grant of the Northern California-based Albin



COURTESY GEMINI

*Diane and Les, as seen in the Sea of Cortez prior to cruising to Costa Rica for their debilitating lightning strike.*

**Nimbus 42 Gemini.** "The list of damaged equipment was endless, as the only things to survive were the radar, one GPS, the TV, and the computer — which we'd put inside the oven for protection. There was

no structural damage to our boat. We've now got *Gemini* 95% back together and are working on an article about the strike, the shock, the evaluation, the acquisition of new and repaired equipment, getting it shipped to and from Costa Rica, and the new installation." It sounds like a long story.

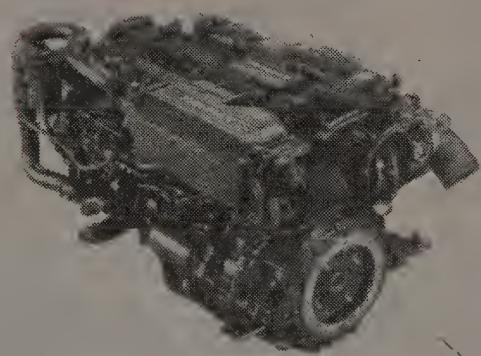
If you've read this month's *Letters*, you know that **Dockwise Yacht Transport** has announced they will be using their semi-submersible yacht transports on routes from Puerto Vallarta and La Paz to Ensenada and Vancouver starting in April and May of next year. We at *Latitude* have been encouraging them to do this for years, and are glad to see that they are apparently going forward with it. It means that given enough money, you could cruise Mexico in the winter and the Inland Passage to Alaska in the summer. So far we haven't gotten a quote back, but we remember that some folks once paid \$4,250 to have their Columbia 36 shipped from Ensenada to Vancouver. Although shipping a boat doesn't seem cheap at first glance, it can sometimes be a viable option when all expenses are considered — especially for 'commuter cruisers' who are

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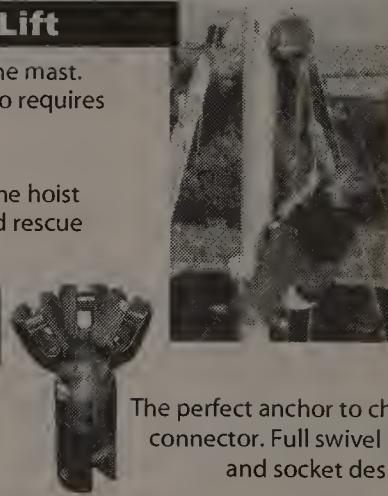
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still working and have more money than time and are looking to expand their cruising range. For details, visit [www.yacht-transport.com](http://www.yacht-transport.com).

That said, Mark and Sue Purdy of the Napa-based Perry 43 catamaran **Tango**, which they bought and cruised in Australia, tell us that potential Dockwise customers have reason to be skeptical. While in Australia, the Purdys and 12 other boatowners had an agreement with Dockwise to ship their boats to the United States. But just two weeks before the slated departure, Dockwise informed the owners that they had filled their ship with boats in New Zealand — and therefore weren't going to bother coming to Australia! Having never been given an inkling that this might happen, the 13 boatowners were left high and dry — and angry. Purdy tells us he had a signed contract with Dockwise, but they had refused to let him put down a deposit. So *caveat emptor!*

"My name is Jose Villalon, and although a Cuban born citizen of the United States, I've been residing in Mazatlan for the past nine years. As the incoming Commodore of the **Club de Vela in Mazatlan**,

I invite all members of the Baja Ha-Ha, as well as all other cruisers, to join us in our activities. We have 27 active clubmembers who own 16 boats between 26 and 44 feet. In addition to having several social sailing outings, we host 36 PHRF races a year. All the races are open, and we are frequently joined by cruising boats passing through. I'm also wondering if there would be any interest in a fun race from Mazatlan to Isla Isabella for those on their way to Puerto Vallarta."

For more information on the Mazatlan YC events, just ask around for Villalon when you pull into town.

"I don't have anything much worth writing about," advises Roy Wessbecher of the Brookings Harbor, Oregon-based



Wessbecher found young and attractive crew — lots of them — such as this in youth hostels. Many crewed for him several times.

Columbia 34 and Lafitte 44, both of which are named **Breta**. "Many cruisers travelling up and down the coast temporarily park in the empty slip next to me, so at least I still have a few vicarious cruising experiences. I also have a small house, into which I have moved my aging mom. I mostly still live on my boat, and will head out cruising again at some point — although not anytime soon. A few of my

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# CHANGES

former female crew are still interested in coming along when I'm ready."

We'd written Wessbecher to ask what he was up to, because in the late '90s he made one of the most interesting and economical circumnavigations we can remember. A relatively novice sailor from Northern California, Wessbecher bought a basic Columbia 34 Mk II for something like \$12,000, then set out around the world alone because he didn't feel he was a good enough sailor to risk the welfare of anyone coming with him. By the time he reached Australia, he had become a competent sailor, so he posted a notice for crew at a youth hostel. From then on, he sailed with a series of 17 young women, some of whom joined him a second or third time years later. Even more unusual was the economy with which Wessbecher cruised. "I kept an exact record of all my expenses during my four-year, nine-month, nine-day circumnavigation from Puerto Vallarta to Puerto Vallarta. I spent a total of \$25,300 — which is \$5,350 a year or \$14.66 a day. Having budgeted \$20/day, I came out way ahead. These numbers include every single expenditure — although it should be noted that I had



LATITUDE/RICHARD

*Rick has turned the 'open' light on for the season at Rick's Bar in Zihuatanejo. He can arrange for most all cruiser services.*

no major breakdowns, only did two bottom jobs, and never flew back home."

Imagine being able to cruise for an entire year for the price of one or two Northern California house payments.

Rick Carpenter has returned to

Zihuatanejo, so **Rick's Bar** — pretty much 'cruiser central' in that popular destination — will reopen for the season on October 31. We're sure that the Zihuatanejo YC, which is actually a restaurant on the side of the hill overlooking the bay, will be opening about the same time — if it wasn't open throughout the summer. If you want a delicious steak at a reasonable price, we recommend you visit Walter at the Zihua YC.

"The annual **Subasta** in La Paz, where the Club Cruceros de La Paz raises money through an auction for the poor children of La Paz, is set for November 30 of this year," writes the organization committee. "Subasta, which means 'auction', predates the founding of the Club Cruceros, and started when the members of the cruising fleet in La Paz donated items to be auctioned out of the back of a pickup truck in the parking lot of Marina de La Paz. Things like blankets, sweaters, food baskets, and toys, were bought with the auction proceeds and distributed to the most needy neighborhoods of La Paz. Thereafter, the event became a joint effort of the Club Cruceros and the JayCees.

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All 100% of the funds collected are used to purchase toys for the *Arbol del Niño Pobre* (poor children's tree). The event has grown so much that we now need the entire parking lot of the marina, and there are booths for local artisans, a bazaar of used clothing, fresh bakery items, and numerous food stands. We are affiliated with *Fundación Para Los Niños de La Paz*, A.C., which has several programs to help the needy children of La Paz. The proceeds from this year's *Subasta* will be used for a program to feed children in two colonias on the outskirts of La Paz, and scholarships for children in the same neighborhoods. For the year 2003-2004, the *Fundación* placed 86 scholarships to middle and high school — more than double the amount for 2002-2003. The *Fundación* also purchases medication for children of low and no-income families. In order to have a successful *Subasta*, we need your help. For those of you in the Ha-Ha headed to La Paz, please bring any marine or household items, and/or clothing as a donation to the auction or to sell at our bazaar. As always, we also need your help to work the *Subasta*. When you

get to La Paz, please get in touch with anyone from Club Cruceros de La Paz, or contact Mary Shroyer at Marina de La Paz. We guarantee you will have fun. If you're not coming to La Paz, please visit [www.clubcruceros.org](http://www.clubcruceros.org) to see how you can still contribute."

We at *Latitude* believe *Subasta* is a very worthy endeavor.

"I'm the owner of the Newport 40 **Sambita**, the so-called 'miracle boat' that ended up, thanks to hurricane *Marty*, more or less intact on the breakwater at Puerto Escondido," writes Lonnie Spencer of Palo Alto. "Check out the accompanying photo I received from a friend. I've been instructed by my insurance carrier to leave her as she lies until an adjuster



*The Newport 30 'Sambita' was the only one of seven boats driven ashore at P.E. that wasn't rescued — but that was on purpose.*

can get there and make an evaluation. I'm hoping that another storm doesn't arrive before the adjustor does. My boat is the only one blown ashore in Puerto Escondido that cruisers haven't refloated — and that's only because of my insurance company. By the way, I met the *Wanderer* in Puerto Escondido 15 years

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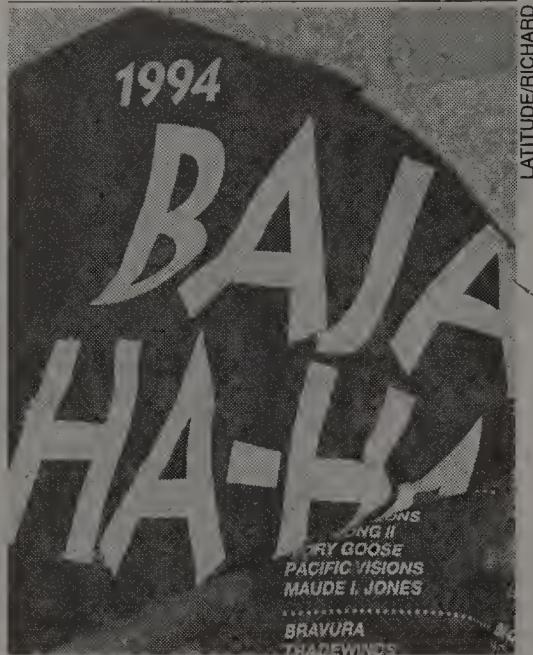
# CHANGES

ago and helped him launch a Cal 25 he trailered down from Northern California; he was going to sail her down to Caleta Partida for Sea of Cortez Sailing Week.

Dave Wallace of the Redwood City-based Amel Maramu **Air Ops** tells us he owned *Sambita* before Spencer, and if the insurance company totals her, he'd like to buy her back. "Merry and I really miss Mexico!"

Speaking of **Sea of Cortez Sailing Week**, it apparently died at age 20 last year. Slade Ogletree and the folks at Paradise Found YC have replaced it with **Island Madness**, which is basically the same thing at basically the same place, but with more energy and organization. We're told that event will be held April 18-25, making it a feeder event for the very popular **Loreto Fest** that is held in early May a little further north at Puerto Escondido. Ogletree tells us that an important part of Island Madness will be beach clean-ups out at the islands — a terrific idea that deserves the support of all cruisers.

How quickly a decade passes! We recently got a call from Rob and Mary Messenger of the Northern California-based



LATITUDE/RICHARD

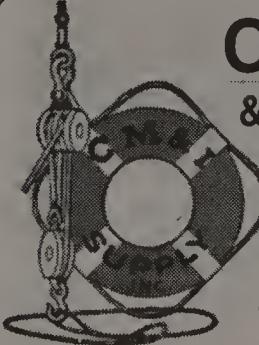
*Back in the early days, there were so few boats in the Ha-Ha that all the names could be printed on the souvenir shirts. There's 'Maude I. Jones'.*

Custom 46-footer **Maude I. Jones**, which is currently in Trinidad. We know it's taken them nine years to sail 85% of the way around the world because they started with the first Baja Ha-Ha back in

'94. During the first leg of that first Ha-Ha, Mary suffered some rope burns on her neck after being snagged by the mainsheet during an uncontrolled jibe. Fortunately, she decided to stick with the trip.

Thieves in Colombia and Venezuela tend to rely on superior firepower to pull their heists, while thieves in the Eastern Caribbean tend to rely more on finesse. Writing to *Caribbean Compass*, Margaret Mackintosh of the sailing vessel **South Fork** reports that while moored in at St. Georges, Grenada, in September, she and her husband hoisted their dinghy with 15-hp outboard three feet off the water for the night to be sure it wouldn't get stolen. But when they woke up in the morning, their outboard was nonetheless gone. So either they slept very soundly or the local thieves are particularly talented. For the record, *South Fork* had her dinghy stolen two years before at Porlamar, Venezuela — a hotbed of sticky fingers.

The political fighting over **Cuba** would be funny if it weren't so tragic. Last month, President Bush declared that the U.S. government was going to crack down on



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Americans — including cruisers — who violate the Treasury Department's ban on Americans spending money in Castro's Crib. Meanwhile, a U.S. House of Representatives appropriations committee, having been lobbied by members of the travel industry, passed a measure that would block the U.S. Treasury Department from enforcing the ban! Spending money — or "trading with the enemy" — is the only grounds by which it's illegal for Americans to visit Cuba. The House measure is before the Senate, but even if they pass it, Bush can veto it. Some ban! Over 140,000 Americans visited the center for human rights violations last year. One hundred thousand of them were Cuban-Americans who did it legally because they were born there; another 35,000 did it legally by means of so-called humanitarian, religious, and journalistic excuses; and another 35,000 did it illegally on the grounds they weren't going to let the American government tell them they couldn't go someplace.

Once Castro croaks, it's expected that the ban will quickly be lifted and over one million Americans will flock to Cuba the

first year, and three million a year within five years. This terrifies Cuban officials, who know their country doesn't have the facilities or skilled workers to handle such an avalanche of visitors. So they've announced that because there will surely be such great demand, prices will go up to limit the number of visitors. If these 'supply and demanders' don't sound like seasoned capitalists drooling over an upcoming near monopoly situation, we don't know what. If you want to see Cuba while it's still weird in the Castro way, we recommend you visit sooner rather than later.

Nobody is going to claim that the relatively civilized **British Virgins Islands** are



*Thanks to a discriminatory law, until recently BVI officials were able to keep folks with dreadlocks from visiting places like Spanishtown.*

as bad as Cuba when it comes to human rights, but they've pulled a few boners, too. Back in 1980, for example, the government there passed a law that allowed Immigration officials to deny entry to anyone with a dreadlock hairstyle. No, we're not making this up. The purpose of the law was to give officials a means by which they could keep "Rastafarians and hip-

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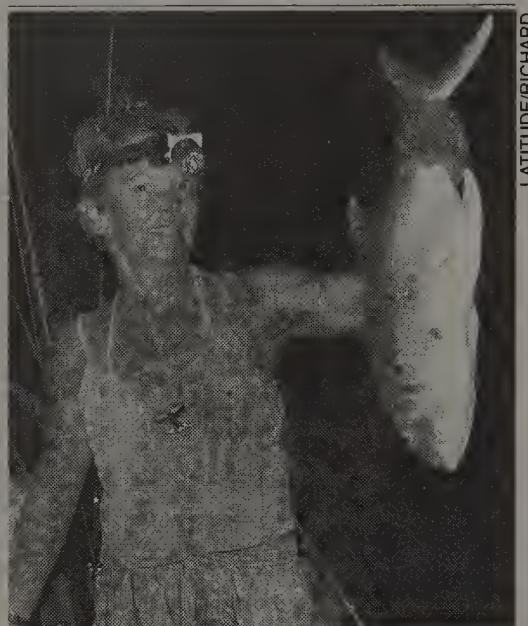
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# CHANGES

pies" out of the BVI. It wasn't until two months ago that the law was repealed.

"Since leaving Puntarenas, Costa Rica, we've mostly been motoring," report Dave Smith and Angie Deglandon of the Seattle-based Passport 40 **Magic Carpet Ride**. "We anchored off the ritzy Los Sueños, the new marina in southern Costa Rica, as the slips were too pricey for us. Fuel was reasonable, however, and the wonderful dock staff allowed us to refill our water tanks. The anchorage was quite rolly — as most have been in Costa Rica — because of the southwest swell. We also spent five rolly days at Bahia Drake, but we thought it was isolated enough to be worth it. From there we made two day trips to a nearby island for diving and hiking. We also spent several days in Golfito, and can report there is a new marina, King & Bardell, in addition to Banana Bay Marina. While fueling, Carlos and his friendly staff will let you take on water and enjoy a shower. We anchored off Land & Sea, which maintains some moorings, and Tim and Katy were as helpful as ever. After buying our favorite rum in a duty free



LATITUDE/RICHARD

*Is there any better way to end a difficult day than with some freshly caught fish? Angie hoists a tantalizing Pacific bumper.*

shop, we headed to Panama. If we thought Bahia Drake was rolly, Puerto Armuelles proved we hadn't really known the meaning of the word! We got there about dusk, which is squall time. We had to reanchor

several times, then watched the depth drop to just two feet beneath our keel. After a sleepless night, we headed on to Isla Parida, which seems like paradise — lots of anchorages and nobody around except at the occasional fishing village. We traded a bottle of cooking oil, some powdered milk, and some rice for three good-sized lobsters, a huge avocado, and some lemons. Then Angie landed a Pacific bumper just before dark. All fish that you catch tastes delicious — even if you have to barbecue it by flashlight!

"My wife Brenda and I have cruised the Pacific Ocean since leaving San Francisco in November of 1996," writes Rod Bulcher of the Gulfstar 50 **Glory Days**. "I'm not the most prolific writer, as this is only my third letter to your awesome rag — copies of which are cherished possessions in the South Pacific. Although we wonder if we aren't overdoing a good thing, we continue to enjoy the lovely South Pacific cruising during the southern hemisphere winters, and the comfortable and friendly conditions in New Zealand and Australia during the summers. So far our path has cov-



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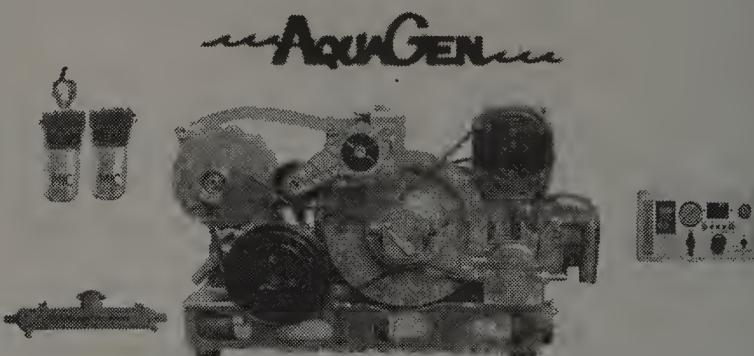
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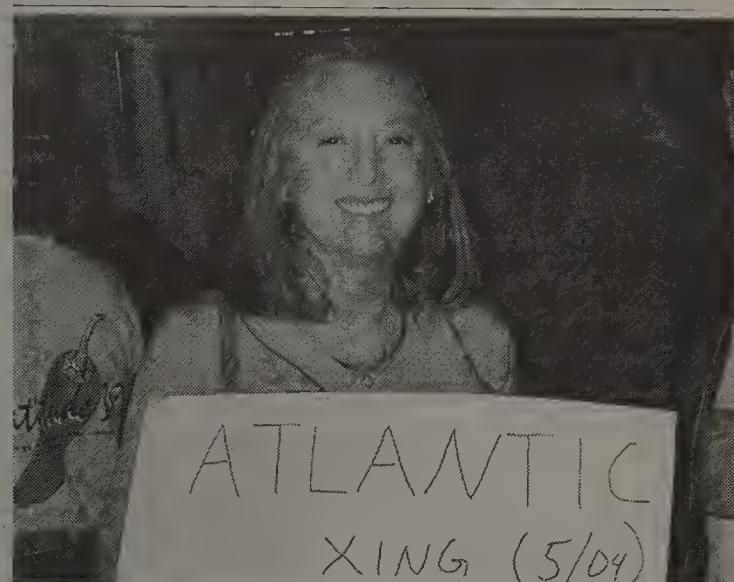
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ered the normal Milk Run stops including the Marquesas, the Tuamotus, the Societies, the Cook Islands, Niue, Tonga, Fiji, and Vanuatu. We are currently in the Louisiades, which are part of Papua New Guinea, and lie just southeast of the large island of New Guinea. These travels might sound like they involve an excess of coconut tree-lined white sandy beaches, but who can tire of paradise?

"I'm primarily writing to caution cruisers visiting Australia to avoid using UPS for shipments into that country," continues Bulcher. "Although UPS graciously agrees to make "yacht in transit" deliveries to Australia, they can only do it to New South Wales, where they have a license, not Queensland, where most of the yachties spend the summer, and where they don't have a license. In our case, UPS's misrepresentation forced us to pay \$150 of unnecessary duty on \$450 worth of parts sent by Balmar. After seven contacts and countless long conversations, the truth finally emerged — UPS hasn't posted the bond necessary to import items duty free into Queensland. So if a cruiser

in Brisbane or Mooloolaba uses UPS, he/she will be required to pay the added 30% duties on items shipped. Please note that DHL, FedEx, and even the Post Office can get things to cruisers in Queensland without them having to pay the 30% duty. On a happier note, next year we'll leave the Pacific to sail to Indonesia, Singapore, Malaysia, and Thailand."

While at the Mexico-Only Crew List and Ha-Ha Kick-Off Party at the Encinal YC on October 1, we bumped into Jean Ryan of the Santa Cruz-based Catalina 42 **Neener**<sup>3</sup>. She was telling everybody that when it comes to having friendly and sociable cruisers, there is absolutely no place that can match Mexico. She and her husband Pete hadn't found the same sense of cruiser community in the Caribbean, and it hasn't even been close in



*Kathleen Buyers of the MacGregor 65 'Vivace' at the Crew List Party looking for crew to sail across the Atlantic in May.*

Georgia, where they currently have their boat.

Don't go looking for offseason mooring bargains in Costa Rica. Ron Milton and Kathleen Buyers of the Napa-based MacGregor 65 **Vivace** tell us Banana Bay Marina wanted \$1,200 a month for their boat. They found a nearby place for just



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# CHANGES

\$300 a month for a mooring, and paid a guy about \$250 more a month to start the engines and watch over her. We got this information from Kathleen, who was also at the Crew List Party, where she was looking for crew to help them sail *Vivace* across the Atlantic to the Med.

"After 11 months, we finally got out of Bahia del Sol and headed south," report Matt and Judy Johnston of the San Francisco-based Cabo Rico 38 **Elsewhere**. "We had a great time in El Salvador, but it was time to move, as I was getting too proprietary and defensive about the place. I apologize to anyone I may have offended in my previous letter to *Latitude*. After leaving El Salvador in late April, we continued nonstop to Bahia Elena, in Costa Rica. We've been in Costa Rica ever since, having a great time. In addition to cruising the coast, we made an inland trip to Monte Verde and San Jose. Monte Verde offers an incredible cloud forest experience that we would recommend folks not miss. While in San Jose, we toured the Cabo Rico factory where our boat had been built. They treated us like royalty, and showed us everything possible about



LATITUDE/RICHARD

*Foto-Funnies. The most provocative T-shirt worn at Buccaneer Days at Two Harbors. Who does he think he is, Long John Silver?*

this booming boatbuilding entity so far from the ocean. But look out for pickpockets in Costa Rica! Attempts were made on us in both San Jose and Puntarenas. We don't carry credit cards or any significant

amount of money, so we only lost \$25. We then took our boat to Golfito, where we left her for the summer. We are going to have to delay our return to the end of October, as I'm recovering from a dislocated and broken elbow."

"Since *Profligate* will be motoring hard to reach the Panama Canal as quickly as possible on her way to the Eastern Caribbean, I've jotted down some fueling notes that might help her and other boats headed that way," writes Sven Querner of the Sausalito-based Brewer 50 **Reliance**. "The information is based on my experience and requires stretching the rules a little, if you know what I mean.

**Cabo San Lucas:** You don't have to clear in and out to take on fuel, but you might as well since this will be your port of entry into Mexico. The fuel is clean and you can pay with a credit card for a 5% surcharge. The water is good.

**Zihuatanejo:** You don't have to check in for fuel, which is clean. Water is okay. It's best to arrive early in the morning before the wind chop comes up.

**Acapulco:** There is no need to check in. Go to the Acapulco YC, preferably in



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the morning when there is less wind. The fuel is clean and you can use a credit card with a 5% surcharge. The water is so-so.

**Puerto Madero:** It's mandatory that you check in with the port captain. You have to go to Immigration at the airport — which is 20 miles inland. The fuel is all right, but you have to pay with cash. Water is okay.

**Puerto Quetzal, Guatemala:** Must check in with the Navy, who will charge \$100 for one to five days. Fuel has to be transported to the dock by tanker truck, which could cause a delay. You must pay in cash.

**Barillas Marina Club, El Salvador:** All formalities can be handled at the club. Clean water and fuel, cash or credit card. Because of the bar, it would have to be a 24-hour stopover.

**Puerto Del Sol Marina, Nicaragua:** I didn't stop at Roberto Membrano's new Puesto del Sol Marina, but there have been good reports.

**Golfito, Costa Rica:** It's easy to get into Banana Bay Marina at Golfito. Take on fuel and water, have lunch, then take the next ebb back out into the Gulf. Clear-



LATITUDE/RICHARD

*When the sun goes down in Z-town, there's often live music near the fuel dock. This duo, up from Acapulco, was terrific.*

ing in and out can be dispensed with. The few miles out of the way are worth it for the clean fuel.

**Flamenco Marina, Panama.** Arrive in the morning for better conditions. Fuel is

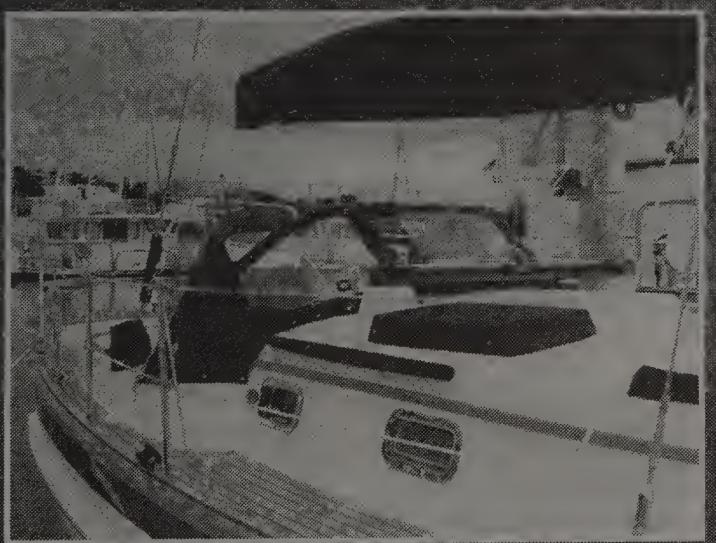
as much as 40 cents less a gallon than at the Balboa YC.

I'm not responsible for anyone who stretches the rules too far and gets into trouble."

Ha-Ha participants as well as cruisers who arrive in Mexico early for the season are to be reminded that lots of folks have the welcome mat out beyond Cabo, which is really a sportfishing and drinking town. La Paz normally welcomes scores of boats, but they may have limited capacity because of hurricane problems this summer. Check before making big plans. Mazatlan, however, is ready and waiting for a big influx of cruisers, and has lots of activities planned. Most organized of all are the businesses of Banderas Bay, who spearheaded by Paradise Village Resort and Marina, invite you to the **Banderas Bay Cruising Season Kick-Off Fiesta Week** November 17-23. This sounds like a blast, and there will be many free activities and scores of prizes. Dick Markie of Paradise Village will be spreading the word.

With that, let the **winter cruising season** of 2003-2004 begin. Happy sailing!

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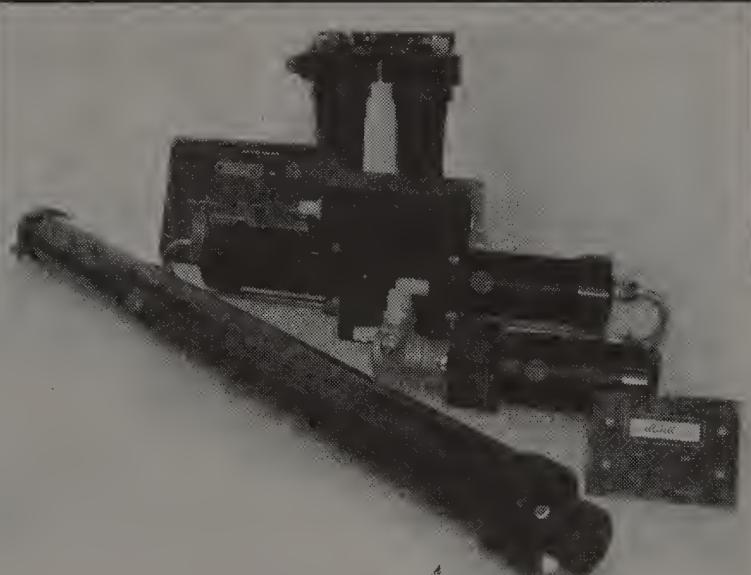
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**CAPRI 22**, 1985. Stored in Santa Cruz. Fin keel, performance package, main, two jibs, 155% genoa, radial head spinnaker, 2 hp Mercury motor, trailer. \$3,750/firm. Call (831) 438-3890.

**MOORE 24**, #80. At Santa Cruz YC. Very good condition. Always dry sailed, original gelcoat bottom. Updated traveler, forward hatch, new rigging 1998. Sails very good, 3.5 Nissan, trailer remodel 2002. \$14,000/obo. Please call (831) 425-1570 (days), (831) 662-9442 (eves) or email: ria@cruzio.com.

**COLUMBIA CHALLENGER 24**, 1963. Full set of sails, new winches, adjustable backstay, Yamaha outboard, sleeps four. boat won nationals, fun fleet. Stockton. \$2,900/obo. Call (209) 952-6608.

**VENTURE 21**, 1969 with trailer. Excellent condition, 3 jibs, spinnaker, newer main, two rudders, full rigging, includes all related equipment. Always dry sailed, includes 3 hp motor. Race or family, ready to sail. \$1,900/obo. Call (925) 256-7086.



**MOST BEAUTIFUL BOAT ON THE BAY.** 21-ft Pisces, Maine built, Chuck Paine designed, cold-molded version of Herreshoff Fish. Built 1999. WEST SYSTEM cedar hull with Awlgripped topsides and deck. Varnished mahogany transom, sheer stakes, coamings, cockpit seats and cabin doors. Varnished spruce spars. Sloop rig with self-tending jib. Two reefs on main, one on jib. Lazyjacks. Classic bronze hardware and white 3-strand rigging. Single Shaw & Tenney sweep oar. Full boat cover protects finishes. Excellent condition. Sails fast, dry and beautifully. A work of art for the discriminating yachtaowner. Lying Sausalito. \$45,000. Call Jonathan (415) 957-4578 or email: jogle@matson.com.

**O'DAY 19**, 1980. Roomy cockpit with 2 winches, small cabin with 2 berths, swing keel. Good condition with main and jib sails plus factory solid foam flotation. EZ-Loader galvanized trailer. 1,400-lbs weight, easy to pull with 4-cylinder car. \$1,950/obo! Call Jeff (831)-479-7421 or email: maryandjeff@cruzio.com for photos and boat specifications.

**J/22**, 1987. *Tinseltown Rebellion*. Great shape with tons of sails. Always dry sailed. Unbelievable race record in both PHRF and one design including wins in 2003 Midwinters, C of C, and 4 of last 5 High Sierra Regattas. Start winning now. \$12,500. Call (510) 233-1432 or email: cameron.lewis@roadway.com.

**ISLANDER BAHAMA 24**, 1964. Full keel. Sails great. Needs plenty TLC. Gotta go. Cheap, might even give it to the right person who will play with it. In San Leandro. Call Rex (510) 385-7526 or email: switchman@aol.com.

**CATALINA 22**, 1988. Wing keel, pop-top with cover, galley, head, cockpit cushions, VHF, bilge, many extras. 2002 Honda 4-stroke 5 hp, trailer, full canvas cover, bottom painted in 2003. Boat located in Sacramento area, ready to sail. \$9,000. Call (775) 560-6265.

**SANTANA 22**. Perfect for SF Bay and Delta. Great boat for learning, fun for old pros too. Too much to list, this boat has it all. Get all the details and see photos at: <http://kfsears.home.mindspring.com> Call (707) 451-3706.

**\$1,800/OBO, COLUMBIA 22**, 1968. Fixed keel with Honda longshaft 4-stroke outboard. New halyards/sheets, needs nothing. May consider non-permanent use of my 30-ft Marina Green slip. See pic at: <http://www.bayarearidersforum.com/forums/images/threads/000/047/395/691378-columbia\_for\_sale.jpg> CJ (415) 342-2208 or email: the\_fargo@yahoo.com.

**ISLANDER BAHAMA 24**, 1963. Excellent condition, new rigging 3 years ago. 8 hp outboard. Extremely fun to sail. \$1,800. Call (510) 812-0467.

**MOORE 24**. Great boat, great class. Teflon bottom, good sails, 2 spinnakers, 2 speed primaries, Nissan 2.5 hp, Harken windward sheeting traveler. Beautiful tandem-axle trailer. Too much to list. \$11,700/obo. Call (707) 578-4279.

**CATALINA 22**, 1974. Excellent condition, on lead dipped trailer. Ready to sail. Easy singlehander. 2 main and 2 jib sails with plenty of extra rigging. Outboard motor, inflatable dinghy with oars, auto furler, anchor with rode and markings, windex, spinnaker pole and tarp that covers entire boat. Lots of extra gear. PFDs, engine and boat spares, kitchen supplies. Trailer is in perfect condition with spare tire. Stored in Alameda. \$3,200/obo. (510) 532-3222 or (510) 847-3685.

**MERIT 22**. Loaded, new main, upholstery. Pop-top with curtain, custom cabinet, keel bulb, spinnaker, Autohelm, Honda 7.5. Race this week, cruise the San Juans next week. \$4,900/obo. Call (707) 578-4279.

**ISLANDER BAHAMA 24**. Beautiful exterior, excellent interior. Club jib, CD system, 6 hp Johnson Sailpower with cockpit controls. Dinette, sink, stove, icebox, new head, teak interior. Sleeps 4-5. Bottom 2002. Ready to sail. Berthed Stockton Sailing Club. \$3,600/obo. (209) 470-0517.

**BEAR BOAT 23, HULL #27**, 1947. Still going strong, includes extra sails and O/B. Sausalito berth. \$1,100/obo. Please call (707) 468-5787.

**FARR 727**. Professionally rigged and maintained, lines led aft, self-tacking jib, full batten main, 2 spinnakers. 4 hp O/B, fared hull and blades, dry sailed, double-axle trailer. More info at Website: <www.flyingcamel.net/farr727.html> \$7,000. Call (510) 337-9614.



**BRIGHTON SPRINTA SPORT 23**, 1981. VHF, stove, heater, extra sails, full covers, compass. Located Benicia. \$3,000. Good condition. Many extras. Call for details. (707) 557-4307.

**MELGES 24, USA 208**. Very good condition. 4 suits of sails including new Ullmans. All usual extras including trailer, cover and 3 hp outboard. Please call (415) 989-1422 or email: nigeld@hotmail.com.

**ERICSON 23**, 1976. Good sailing small boat, ready to go for \$4,000. New halyards led aft, includes a two-axle trailer and newer 5 hp Honda 4-stroke outboard. Please call Doug (530) 673-5167 (days) or (530) 898-9871 (iv msg).

**GLADIATOR 24**, 1964. New sails. Fiberglass, sleeps 4, stove, sink, ice box, anchor. Located in an amazing slip in Sausalito. \$2,200. Call (415) 460-6919.

## 25 TO 28 FEET

**PEARSON 26**. Nearly new 9.9 hp longshaft outboard. 3 jibs, head, sink, alcohol stove. Wind speed/direction, depth, speed. VHF, AM/FM. Sleeps 4. Many extras, never raced. Tinted Plexiglas hatch. Very good condition. Richardson Bay dock. \$7,500. Call (707) 544-2919.

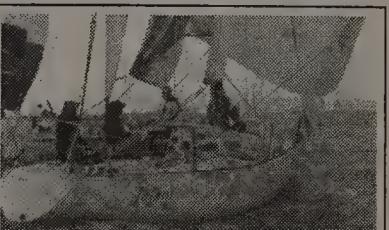
**MacGREGOR 26**, 1993. Excellent condition. Main, jib, 150% genoa, spinnaker. 8 hp Honda, enclosed head, galley with alcohol stove, poptop, swim ladder, new battery, solar charger, 2 anchors, water ballast. Trailer. \$8,800. (530) 626-0775.

**SANTA CRUZ 27, 1975 HULL #22**. *Southern Comfort*. Excellent sail inventory, 15+ sails, all in good shape. New standing rigging in 1999. Great deck layout with Spectra Technora jib, halyards and Spectra spinnaker. Halyards led aft to rope clutches. Bottom painted 2002. Sausalito slip. New 4 hp Mercruiser internal gas tank outboard engine. Roadworthy trailer. Very well maintained. \$9,000. Please call Dave (415) 860-8106 or email: danielbfitzpatrick@yahoo.com.

**MERIT 25**. Excellent condition. Black stripe and bottom on white hull. Racing Dacron main, Mylar 110% and 155% headsails. Poly .6 oz, Dacron .75 spinnaker, both brand new. 7.5 Johnson O/B with long foot. Depthsounder, compass, knotmeter, 4 Lewmar winches. Big V-berth, 3 settees with cushions. Porta-Potti. Berthed in Benicia. \$6,200/obo. Call Chris (707) 747-0970.

**ALBIN VEGA 27**, 1976. Clean cruiser. New: Autohelm, 10 amp charge, traveler, 120% UK genoa, gel battery, micro, teak table, 110/12v panel upgrades, all lights, cushions. Forest green covers throughout, 6 sails, 2 anchors with outboard. 5'9" headroom. Emeryville. \$8,000/obo. Aaron (510) 798-3617.

**ISLANDER 26**, 1977. Good condition. Comes with all working sails including a new spinnaker. Sleeps 4, radio, private head. Needs some rigging. New owner may be able to use existing slip. Asking \$9,400. Call Trevor (916) 849-0082.



**WILEY 1/2 TON HAWKFARM 28**, 1975. Very clean, lovingly maintained and upgraded. New standing/running rigging. Volvo 18 hp saildrive with 3-blade folding prop, less than 200 hours. VHF, standard Horizon depth, wind, speed. New Harken roller furling, mast mounted tri-color and VHF antenna. Navico tiller pilot with remote, good sail inventory with new Pineapple main, .75 oz. spinnaker, sleeved mast. New bottom, new deck/interior paint, custom-built trailer. Must see, must sell. Asking \$18,500. Lying at Richmond YC. Please call Jeff (916) 601-3882 or email: jwarner@ghcp.com.

**1963 CHEO LEE FRISCO FLYER** plus cradle. Project boat 2/3 restored. Epoxyed and painted bottom, teak stripped ready for refinishing. Spars, rigging, sails, bimini, cushions in great shape. Rebuilt Volvo MD1 plus spare. Complete parts, ready for reassembly. \$3,500. (530) 899-9059.

**ISLANDER 28**, 1978. Must sell soon, make an offer. Details at: <http://www.geocities.com/panthersong/islander.html> Surveyed out of the water August, 2002. Diesel, roller jib, 6-ft headroom. Good condition, some electronics need replacing. Sold as is. Morro Bay. Please call (805) 787-0538 or email: islander@wordsworthusa.com.

**IMPULSE 26**. Loaded, PHRF race-ready. Terrific daysailer. Newer O/B and sails. Two-axle trailer. \$11,000. (619) 894-1376 or email: jy2@cox.net.



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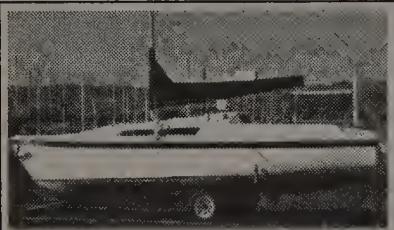
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**OPPORTUNITY: RANGER 28, 1977.** Always kept in fresh water. Gary Mull design. Great cruiser/racer. 7 sails, brand new 2003 main. All lines run to cockpit. Atomic engine completely refurbished 2002. Runs perfectly. New sheets. See boat at: <http://photos.yahoo.com/gastonfmartin> \$11,500. (509) 838-1266.

**CATALINA 25, 1977.** Need to sell, berthed Fresno/Millerton Lake. Good condition. Roller furling genoa, extra sails, 9 hp Johnson outboard, ice box, sink, alcohol stove, sleeps 5, pop top, new bottom. \$5,750. Bill (559) 281-1616.



**MacGREGOR 26, 1991** with trailer. \$7,700/obo. Great condition, all sails including spinnaker. Stove, swim ladder, portable toilet, cushions, cockpit. Loaded, sleeps seven, water ballast. Please call and make offer. (415) 902-6474.

**CATALINA 27, 1974.** Excellent condition. New bottom paint. Main, 2 jibs, genoa, spinnaker, all in great condition. Recently upholstered cushions. VHF radio, stereo, stove. Very well maintained boat. \$6,500/obo. Call Clive (916) 524 8030 or email: clive.delany@cingular.com.

**BALBOA 26.** 9.8 Merc, tandem trailer, main and jib, bimini/dodger. Well found. Slip at New Melones until 1/1/04. \$4,250/trade downsize. Call (209) 533-4202.

**ERICSON 27, 1974.** Atomic 4, s/s gas tank, tiller, wind generator, lines aft, reefing points, rebuilt exhaust, spinnaker, 120VAC fridge. No gel coat but solid boat. \$6,000/obo. Call (510) 749-1374.

**CAL 28.** Good condition, standing headroom, new Nissan 6 hp 4-stroke motor, two sets of sails, seven winches, anchor, radio, refrigerator, Porta-Potti. Richmond Marina. Real bargain at \$4,000/obo. (707) 894-4711 or email: artist@sonic.net.

**NEWPORT 27.** January 2003 survey: New bottom and other yard work \$1,800, wheel, roller furling, rigged for single-handing. Universal diesel with recent \$3,000 fix-up. This boat is in Sausalito and ready to go. Only needs your time to sail. \$9,000/obo. Call (530) 757-6021.

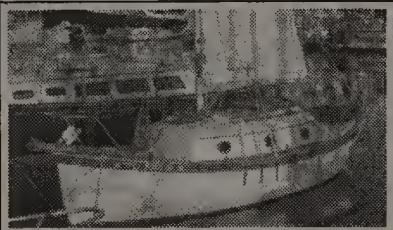
**NORDIC FOLKBOAT, 1958.** Wood. Good condition. Good sail inventory and hardware. Many recent upgrades. New bottom July 2003. Full cover and motor mount. See photo: <http://www.mindspring.com/~jonhuebsch/sfbayfb/> Great SF Bay boat. Easy to sail singlehanded or with crew. \$5,000. Chris (415) 783-4303.

**NEWPORT 28, 1974.** Newly rebuilt Atomic 4. New deck hardware. New halyards and vang. Spinnaker gear. Sleeps 5. Great boat for SF Bay. \$6,750. Berthed in Emeryville. Call (315) 268-0237.

**SANTANA 27, 1967.** Fast classic with solid fiberglass hull. 8 hp Evinrude long shaft. North sails, roller furling. Beautiful wood interior. Spinnaker with pole. VHF, depthsounder, fridge, ice box, sink fore and aft. Sleeps 6. \$4,500/obo. Call (907) 299-0031.

**ERICSON 27, 1973.** Popular Ericson design, nice boat in and out, ready to sail. 9.9 hp Evinrude outboard, sleeps 5, custom athwart double berth. Sausalito slip. Can email pics, moving, motivated. \$6,500/obo. Email: pdum87@yahoo.com or call (415) 465-3322.

**RANGER 26, 1971.** 1997 8 hp Nissan outboard, tuned 2003. Bottom paint 8/2001. Sails include main, furling headsail and spinnaker. Berthed at Marina Bay Richmond. \$3,800. Call Jim (707) 537-1965 or email: JCWINNS@aol.com.



**PACIFIC SEACRAFT 25 Mk II, 1978.** Full keel pocket cruiser, rebuilt 8 hp Yanmar diesel inboard. Newly upholstered interior cushions, custom cockpit cushions. Head, galley, freshwater tank, teak decks, full boat cover, two complete sets of sails. \$12,000. Please call (650) 444-4699.

**A MAC 26X FOR XMAS?** MacGregor 26X, 1997. 50 hp, autopilot, rf, VHF, stove, dual batteries and much more. Water ballast drains at 10 knots for light trailering. Nice boat. \$17,900. Rick (916) 952-3779.

**CATALINA 27, 1975.** \$5,000. Roomy. Stove, life vests, 2 sets of sails. Autohelm, radio, fishfinder. 10 hp Yamaha outboard. Showers, cable TV. Berthed in Oakland. Call Dan (415) 751-1370 or page me at (415) 809-3586.

**NORDIC FOLKBOAT #56, 1951.** Excellent condition, new bottom paint, major update 1999 including new deck, rudder, cockpit, sails, toe/rub rails. Full boat cover. Gorgeous, tight boat. Gashouse Cove slip transfer possible. \$7,500/offer. Call (415) 271-6267.

**MacGREGOR 26X, 2003.** Like new. Has most factory options, roller genoa, bimini, cushions. Plus Wallus heater, VHF radio, 50 hp Suzuki EFI. Used little, health forces sale. Location Florence, OR. \$24,900. Call, I will fax details. Bill (541) 884-1567.

**ERICSON 27, 1973.** \$8,000/obo. Coyote Point, Atomic 4, new exhaust, VHF, Mirowave, 2 jibs, needs bottom paint. Great starter Bay boat. Call (650) 697-5854.

**CATALINA 27.** Immaculate in and out. Pump head, SS BBQ, stereo, depthfinder, tiller, solar panel, dual batteries, good sails, good 9.9 Honda O/B. Forced sale. \$5,995. Cal (530) 289-1021 or email: fishlips1@earthlink.net.

**VERTUE 25.** Classic Laurent Giles design. Sail #138. *Aries II*. Solidly built of teak in 1956 by Cheoy Lee Shipyard. Good condition. Regularly sailed on SF Bay. Sails and outboard. \$11,500. Peter (510) 654-5578 (hm) or (415) 973-2286 (wk) or email: pxo2@pge.com.

**NEWPORT 28, 1981.** Yanmar, new North sails, race equipped, motivated seller. OBO, Berth in SF. \$11,500/obo. Please call (650) 964-8901.

**OLSON 25.** This boat is fast. She has won many races: one design, shorthanded, Nationals. 2 sets of sails, 1 racing, 1 cruising and more. Tapered halyards, 2 spinnaker poles, Teflon bottom, TackTick, new 3.5 hp, trailer. \$13,500. (415) 453-7245.

**MERIT 25, 1985.** New UK race sails. Cruising sails. Custom cockpit cushions. 2 hours on Honda 2 hp outboard. Located Alameda Marina. \$6,000. Please call (408) 686-0568 (eves).

**NEWPORT 28, 1981.** Universal 5411 diesel rebuilt in 2001. 2 mains, 110% jib, depth and knot meter, compass, VHF, tiller, teak floors, head, stove, sleeps 6. Needs mast and rigging. Motivated. \$5,500. Call (415) 331-1838.



**MacGREGOR 25, 1980.** Outboard engine 9.8 hp. Like new sails, bottom cleaned and painted. Need to sell fast. \$900/obo. Berthed at Coyote Point, San Mateo. Call (408) 406-1010.

**26-FT TRIPP DESIGN FG CUTTER, 1966.** 26' LOD, 30' LOA. Shoal draft with steel board, pressurized water, LectraSan head, fireplace, 7.5 Honda in well. *Osita Negrita*'s classic lines turns heads wherever she sails. \$5,500. Call (415) 621-2990 or email: namkrow@earthlink.net.

**ISLANDER 28, 1977.** Great Bay boat. Atomic 4, tiller, A/P, furler, good condition. Upgrades. See at Website: <http://home.comcast.net/~rlleber/wsb/index.html> Asking \$14,000. Call (510) 865-6872.

**CAL 25, 1968.** Great boat for the Bay. 6 hp outboard, four sails. Needs work. \$2,000/obo. Berkeley Marina. Email: jcody@saipan.com.

**O'DAY 27.** Sausalito berth. Yanmar 8 hp diesel, runs great. Nice, clean, roomy. Depthfinder, VHF, stove, sink, icebox, etc. Flexible partnership possible, \$100/month. Price negotiable. \$7,700. Trades considered. Call (415) 331-5251.

## 29 TO 31 FEET

**NAJA 30 SLOOP, 1990.** Full canvas cover, teak decks, clear coat mahogany hull, Yanmar 16 diesel, Martec prop. Harken furling jib, self-tailing Lewmar winches. VHF radio, knotmeter, depthsounder, autopilot. Delta berth. \$8,500/obo. Please call (916) 973-8797 or email: tangram@jps.net.

**MOORE 30.** One of five built. Please email: claussent@compuserve.com or call (530) 583-9420.

**CATALINA 30.** Enjoy this boat with little cost, hassle, or worry. It won't even cost you much to check it out. Recent haul and survey. New bottom paint, strut bearing, packing gland, roller furl, water heater, and GPS with CD maps. Use your boat when you want to, and let the club (optional) use it when you don't. They can cover insurance, maintenance and slip fees (Richmond). They take excellent care of it, and it is always ready to go. I'm 110% happy with the club situation. If your spouse doesn't get sea sick, this is a sweet deal. \$25,500. (530) 342-1665.

**BUCANEER 30, 1979.** Hauled, painted, and surveyed February 2003. Roomy cruiser, inboard Volvo, great for live-aboard. Includes dinghy. \$14,000. Monterey. Call (831) 394-3995 or email: darcywheeler@mindspring.com.

**CORONADO 30, 1970.** Clean and ready to sail. New fridge, Porta-Potti, V-berth custom 5" foam. New AGM battery bank and matching charger. Good sails and gear. Extra built in keel, trim rudder. Just hauled and painted. Sausalito berth in nice downtown marina. \$11,000. Call (415) 497-0777.

**CAL 29, 1971.** 90%, 150% jib. New battery, charger, shore power cable, auto bilge pump, CNG stove, regulator, tank. Fully rewired electrical. Beautiful interior, new cushions, topside weathered. Atomic 4 not running, no compression 3rd cylinder. Berkeley Marina. \$6,600/obo. Call (510) 531-9100.

**CATALINA 30, 1980.** 3 jibs, extra main, wheel steering, 2003 bottom paint, dodger, knotmeter, depthfinder, hot water, refrigerator, cockpit cushions. Atomic 4, new exhaust, VHS, newer interior. Benicia berth. \$20,000. (707) 426-5279 or (707) 447-2464.



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**OLSON 29.** Ballenger anodized spars 2002. New: Headfoil, non-skid, teak, covers, Forespar tiller extension, spin pole with carbon tips. Larson 150% (5.5), Santa Cruz #1 (7.5), Marion #1 (5), SC #3 (6.5), Larson main (6), SC main (7), Marion .75 spin (7), SC spin .75 (6), SC 1.5 (8.5), Larson spin 5/30/02. Tuttle elliptical rudder, trailer, outboard. Harken winches. Cleanest 29 around. \$23,000/obo. Call (510) 708-1278.

**ISLANDER 29, 1967.** Atomic 4, Aug. 2003 haulout. New varnish, new bottom paint, new boat cover. Genoa and spinnaker. Great Bay sailer. \$8,500. (530) 333-4586.

**CATALINA 30 TALL RIG, 1977.** Perfect SF Bay cruiser. 2 jibs, mainsail like new. Yanmar diesel. Alcohol stove. Sleeps six. Well kept. Great location. \$12,000. (408) 968-4141 (days) or (408) 223-7533 (eves) or email: [jhansell@lombardodrilling.com](mailto:jhansell@lombardodrilling.com).

**MOUNT GAY 30, 1995.** Winner Around Great Britain Race. PacCup 2004? New carbon main, pole. 5 spinnakers and 3 jib/genoas. PHRF 78. Trailer included. *Sticky Fingers* is ready to race. See Website: [www.sailstickyfingers.com](http://www.sailstickyfingers.com) Moving, must sell. \$39,500/obo. (530) 898-0828.



**PACIFIC SEACRAFT MARIAH 31 Mk II, 1979.** Cutter. Complete refit over past 4 years. Cruise ready with recent Yanmar, genset, watermaker, Monitor vane, Switlik 6-man raft, SSB, GPS chart, VHF and lots more. \$69,995/firm. Call (925) 783-4132.

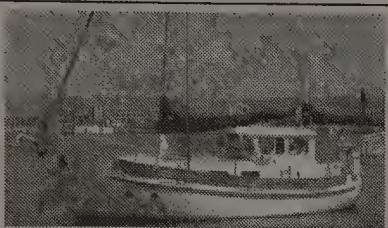
**PEARSON 30, 1972.** In excellent condition with Atomic 4. Roller furling, wheel steering, recently rigged with all lines leading aft. Engine tuned and new water pump fitted, bottom recently cleaned. 110 volt, nearly new batteries, fire extinguishers and PFDs. VHF radio, AM/FM/cassette radio, Raymarine autopilot, wind, speed and depth meters, all brand new. \$12,900. Call (510) 589-1133.

**HUNTER 29.5, 1994.** Comfortable, easy to sail Bay boat. Great for entertaining. Clean, recent bottom paint. Two mains, 110% roller furling jib; asymmetrical spinnaker. Full galley, 2 burners, oven, BBQ. New queen latex mattress. Asking \$38,000. Call Tucker (415) 706-0467.

**ISLANDER BAHAMA 30, 1980.** Excellent condition, must see. Wheel, Volvo diesel, roller furling, autopilot, dodger, VHF, etc. Many more extras/upgrades, recent bottom job. Located SF. \$21,900. For more info call (650) 298-9043 or email: [thomasodenwald@yahoo.com](mailto:thomasodenwald@yahoo.com).

**CATALINA 30, 1979.** A-4, tiller, North sails. New interior, davits, constant upgrades. Knot, depth, VHF, stereo, anchor system. SS shaft, 3-blade prop, LPU spars, boat covers and more. \$19,000/obo. (916) 549-1462 or (916) 777-6064.

**CAL 29, MUST SELL, \$9,000/BO.** Low hours. Great shape, roller furler, autopilot, blond interior. Extras. Awesome slip. Atomic 4. Been a good boat. Please call (209) 613-0092.



**FISHER 30 MOTORSAILER.** Complete refinish / refit. See Website for details: <http://www.fisherlionheart.net> Price reduced. Call (408) 398-4057.

**ERICSON 30 Mk II, 1978.** R/F. New head and H/T. Inflatable with outboard. Great condition. \$12,000/obo. (650) 506-2729 (days) or (650) 593-9430 (eves).

**ISLANDER 30, 1974.** Great family boat with lots of nice upgrades. Force 10 stove, Norcold fridge, 12v/110w/1500w inverter. New topside paint 2003, new rig, running and standing, roller furling jib, ready to sail. \$25,000/obo. For more info/photos/details email: [basecampinsf@yahoo.com](mailto:basecampinsf@yahoo.com) or call (970) 349-5975.

**CLASSIC MYRON SPAULDING PROJECT.** *Loki*. This Triton 28.5 was one of Myron's final projects, and exemplifies the high standards of workmanship that are still a trademark of his yard. May be inspected at Foundry Wharf, International Port of Petaluma. Sausalito built. Custom head with stainless holding tank. Yanmar diesel. \$12,000 price includes rich stories of *Loki*'s history with Myron Spaulding's Boatworks. Call Michael Donovan (707) 782-1234.

**CATALINA 30, 1980.** New standing and running rigging, 2002 Garhauer traveler and boom vang, wheel steering, lines led aft, roller furler, diesel engine. Pics and more info at <http://www.erols.com/konawalik/catalina30.html> \$19,900/obo. Call (415) 378-3342.

**30-FT ALBERG ODYSSEY.** Working sails plus 150 jib and spinnaker, new running rigging. Isuzu diesel engine, 30 gal fuel, 50 gal water tank. Propane stove needs cleaning plus TLC. Asking \$17,000. Trailer available for \$3,000. Please call Dale (530) 598-6472.

**PEARSON 30.** Volvo diesel, roller furling jib, dodger. Trade for J/Boat, Moore 24, Olson 25, Santa Cruz 27 with trailer or \$13,500 cash. Let's deal. (707) 829-2494.

**ERICSON 30+, 1984.** New bottom paint, great condition above and below waterline. Universal 18 diesel, roller furling, teak interior, sleeps 6, 25 gal fuel, 43 gal water, pressure hot/cold. CQR, 2 Danforths, windlass, more. See <http://www.geocities.com/ericsonforsale> \$28,000. (858) 459-6832 or email: [kaukoe@juno.com](mailto:kaukoe@juno.com).

**OLSON 30, 1979** with dual axle trailer. Freshwater boat, good racing sail inventory plus delivery sails, many upgrades, epoxy bottom, outboard. \$18,900. Please call (775) 853-4335 (eves) or email: [debit96@aol.com](mailto:debit96@aol.com).

**RAWSON 30.** New electronics, DS, compass, VHF. Propane stove/oven, cabin heater, windvane. 4 sails, recent survey/bottom paint. Documented. 3-blade prop and shaft installed, needs engine. Laid off while upgrading, must sell. \$5,900/obo. See at: <http://www.sonic.net/~dcharles> Call (707) 975-2917.

**LANCER 30 SLOOP.** Full canvas, wood interior, great boat for liveaboard or sail away/hide out. \$9,995. Call Rich (925) 828-6634. Will take payments with 1/2 down.

## 32 TO 35 FEET

**BENETEAU 32s5, 1989.** Second owner. Hauled, bottom painted, engine serviced in 2002. Roller furling jib, refrigeration, hot water heater, leather wheel, CD stereo, VHF, depth, speed, compass, etc. Great boat for SF Bay. \$49,500. (415) 433-0900.



**CORONADO 32 CENTER COCKPIT.** Aft cabin, diesel. pedestal, autopilot, dodger, radar, windlass, good sails. GPS plotter and VHF, inverter, H/C water, shower, holding tank, stove, oven and more. \$24,000/obo. Call (310) 226-6102 to leave address for CD mailer with full specs.

**ATKINS / ARCHER ERIC 32.** Double-ended gaff ketch (41-32-11-5). Built 1966 Japan. Best boat for the worst weather. Mahogany on steam-bent oak, copper fastened, teak decks, Sitka spruce spars. Diesel. 30 year owner. \$35,000. Call Skip (831) 338-6739.

**WESTSAIL 32, 1977.** Deck recently recaulked and refastened. Pressure hot water with new plumbing. New rigging, chainplates, genoa tracks, and bowsprit which need assembling - price negotiable on who assembles. Factory built, custom interior, lots of light below. \$45,000/obo. (510) 233-3561.

**11 METRE ONE DESIGN.** New bottom, main, 2 jibs, 2 kites, engine. Slip at Treasure Island. \$8,500/obo. Call Mark (415) 606-7127.

**APHRODITE 101, 1985.** Fractional rig, teak deck. New standing and running rigging. New sails, spinnaker and sock. Major engine service, low hours, well maintained. Mint, beautiful. \$18,500. Please call (510) 407-0456.



**HUNTER 34, 1985.** This is likely the finest Hunter 34 on the Bay. Maintained in near mint condition. New Quantum main and headsails with furling jib. Wheel steering, epoxied bottom. Yanmar diesel, low hours, with 6 batteries, high output alternator and new AC charger. Dodger, stern perch seats, Autohelm 6000 with two stations. JVC radar, sonar, depthsounder, fishfinder, knotmeter, GPS. Microwave, 12v refrigerator/freezer, air conditioner, stand-up shower separate from vanity, hot and cold water, full size bed in aft cabin, boat sleeps 7. Full galley, like-new blue interior with dark wood. U-shaped dinette with TV and VCR. Documented and equipped with all safety equipment for exciting racing/cruising or comfortable liveaboard. Located Richmond Marina Bay. \$39,500. Call (530) 644-6950.

**WESTSAIL 32, 1973.** Factory finished, Volvo MD3B, windvane, solar panels, depth, VHF, bimini, awning, GPS. More info at <http://www.icgrowth.com/amable> \$32,900/obo. Call (415) 336-6050.

**PEARSON VANGUARD 32, 1963.** Universal diesel, new standing and running rigging, roller furling, excellent sails, solar panel, windlass, autopilot. Mexico vet. \$21,500. (805) 658-1507 or (805) 983-1366.



**VALIANT 32 CUTTER.** \$55,000. New sails, standing rigging, radar, windvane, VHF, battery charger/monitor, etc. Sailed from SF to Hawaii and back this summer, a great boat with references. See [http://home.earthlink.net/~chris\\_martin/Documents/V3213equip.htm](http://home.earthlink.net/~chris_martin/Documents/V3213equip.htm) for details and pictures. Call (415) 923-0886 or email: [chris\\_martin@earthlink.net](mailto:chris_martin@earthlink.net).



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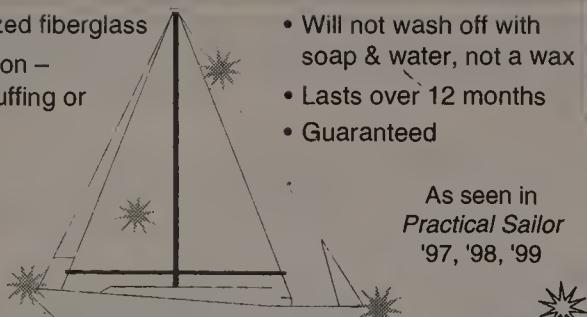
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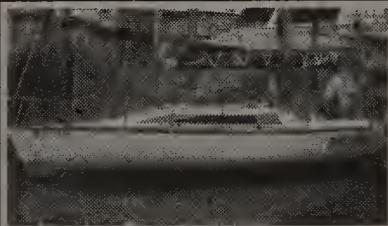
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**BRISTOL 33, 1969.** New rebuilt Atomic 4, 0 hours. Full headroom, sleeps 7. Large cockpit, wheel steering, 4 Barent 22s, H/C pressure water. Much more. 2nd owner. Rehab in progress. Will deduct buyer's upgrades from price. \$19,000/obo. Illness forced sale. Call (408) 254-2088.

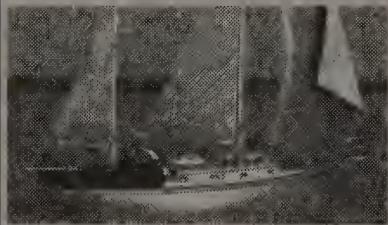


**MORGAN 32, 1979.** Hull #1. New in 2003: Dodger and diesel heater. Radar, hot running water, propane oven, watermaker, new cushions. Mainsail, 4 jibs and symmetrical spinnaker. Already knows the way to Hawaii and Mexico. \$29,500. See: <<http://sailmorgan32.tripod.com>> Call (510) 883-9115.



**X-YACHT 33, 1985, X-102.** Well appointed racer/cruiser with full teak interior, 2 double plus 5 single berths, enclosed head, propane stove/oven, forced air heater, newer Yanmar diesel, many racing and cruising sails. Located Seattle. \$39,900. Call (206) 979-8290 or email: Madam\_X\_102@hotmail.com.

**HUNTER 340, 2001.** One owner. Excellent condition. Furling jib, cockpit VHF, Raytheon speed, depth, windmeter, autopilot. Yanmar, 130 hours. New AGM batteries, fresh bottom paint. Pleated minibrands, cockpit cushions, refrigeration, microwave, AM/FM/CD. Queen aft berth, sleeps 7. \$97,000. Call (925) 285-4670 or email: sonata@left.wing.org.



**FUJI 35 KETCH, 1976.** Cutter rigged. Westerbeke 30 hp, 1,200 hours. Roller furling jib. New canvas, interior, running rigging. Shower. 3-burner propane stove/oven. Diesel heater. Dodger. GPS chart plotter. Radar. Beautiful boat, excellent condition. \$57,000. Call (707) 374-2999 or (916) 837-2386.

**CORONADO 34 SLOOP.** Fully equipped: Rebuilt diesel, Fatty Knees sailing dinghy, roller furling, bronze thruhulls and valves, heavy duty rigging and wiring, so much more. Sound cruiser. Great liveaboard. 6'2" headroom. Teak trim. \$24,950. Call (415) 258-9656 (iv msg).

**PEARSON 34, 1984.** Good looking coastal cruiser. Well maintained and clean. Roller furling jib, dodger, lines led aft, autopilot, fridge, shower. Universal M-25 diesel. 450 amp/hr battery capacity, plus start battery. \$49,000. Call (831) 464-2960 or email: kordeon@hotmail.com.



**HUNTER 34, 1982.** Popular sailing boat, documented. Haulout and bottom paint with sale, professionally maintained, service records. 3-blade prop, large cabin, great cruiser, safety gear, diesel with low hours. Furling jib, full battened main, speed and depth, dodger and bimini. BBQ, radio, Bose speakers, CD, tape cassette, VHF, GPS, hot and cold water, cushions, double reefing points, new blocks. Berthed at South Beach, SF. Berth available to South Beach resident. \$33,500. Call (650) 593-9349 or email: rsstingley@comcast.net.

**ATKINS 32 CUTTER.** Ferro cement with 11-ft beam, 39-ft LOA. Documented. New North Sails main and jib. 3 cylinder Yanmar. New \$10,000. Located in Alameda with a shipping cradle. Call (800) 218-8811 or (415) 219-0325 (pgr). Only cosmetics needed on deck. \$15,000/firm.



**BENETEAU FIRST 35s5, 1991.** Documented. Loaded. Racer/cruiser hull by Jean Berret. Rare mahogany/marble/metals Philippe Starck interior. 27 hp Volvo diesel. Autohelm ST instruments, radar, autopilot, Loran, GPS, VHF, Sony CD/MD changer. Custom North Beach marine canvas interior, HMC mattress, new Bottomsiders. IBM Thinkpad with NavTrek linked to boat, near mint 10-ft Zodiac Fastroller, Johnson 8 hp outboard. Turnkey sailing. See photos, specs, equipment list: <<http://homepage.mac.com/powerjack/maxone>> \$75,000. (415) 732-6189.



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**WYLIE 34, 1981.** Moody Blue. North Coast 10.3 racing sloop. Perkins diesel installed 1996, 360 hours. LP painted topsides, new interior/cockpit cushions. New Mylar main, genoa, standing rigging 1999. New halyards 2003. Achilles, outboard. New batteries, solar panel. Race winner. (310) 430-1769.

## 36 TO 39 FEET

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**RAFIKI 37 CUTTER.** Docked in Sausalito. *Touching Sky* is the belle of her fleet. Well equipped with too many upgrades to list. \$74,000. Call Mike (415) 203-2106.

**THE COLLEEN O'NEILL,** a well-rounded Pearson 365 ketch, bluewater vet. Has too many upgrades to list including newish self-furling, transmission, plumbing, ref, sails, halyards, Garmin GPS, compass, etc. \$52,500. Call Pam (831) 689-9487.

**UNION POLARIS 36.** Cruise equipped including radar, SSB/Ham, solar panels, electric windlass, RIB, new refrigerator and lots of spares. Health problems cut short the cruise. Knowledgeable buyer knows quality of construction and sea worthiness. Very well maintained. Priced for sale by owner. Please email: Sailingman68@yahoo.com.

**CATALINA 380, 1999.** Excellent condition inside and out. Equipped for safe and comfortable cruising: Winslow liferaft, EPIRB, Spectra watermaker, dripless shaft seal, Autoprop, 600 amp/hour battery bank with Ample Power monitor, 4-75w solar panels, separate starting battery. B&G autopilot, Furuno radar, GPS, VHF, ICOM SSB, spinnaker, extra anchors, Avon dinghy, Nissan 5 hp 4-stroke and more. See [www.geocities.com/dboat321](http://www.geocities.com/dboat321) Asking \$158,000/obo. Call (623) 322-4948 or (623) 670-0704.

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**ISLANDER 37, 1970.** Westerbeke diesel, 4 headsails plus spinnaker. Propane stove, ref, inverter, windvane, dual battery banks, auto charger, wheel and tiller. TV/VCR, phone. Great Bay boat, liveaboard or cruiser. \$35,000. Email: [morris1616@sbcglobal.net](mailto:morris1616@sbcglobal.net) or call (408) 925-5959.

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**WATKINS 36, 1982.** Center cockpit sloop. Huge cabin for liveaboard or cruising. Perkins 50 hp diesel, low hours. Great wood interior, sleeps at least 6. All cruising amenities. Hard-to-get slip goes with boat. Slip G17, Monterey Marina. See Website: [www.dnlco.com/wildfire](http://www.dnlco.com/wildfire) \$69,500. Call (925) 376-3826.



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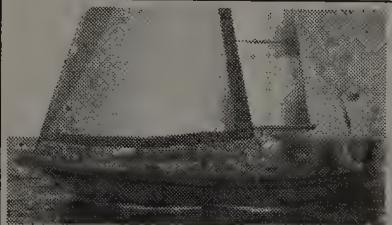
**PACIFIC SEACRAFT CREALOCK 37, 2000.** Fully equipped voyagemaker in near bristol condition. Many factory options. Located Florida. Lowest price late model PS37 in US. \$199,000. Serious inquiries call (941) 639-4335 for complete equipment list.

**CREALOCK-DESIGNED COLUMBIA 36, 1970.** Atomic 4 runs great. Nice mainsail, 2 jibs, sails well. Electric windlass, 3 anchors. Wheel steering. Pressure hot water. TV, VCR and CD stereo, custom table/entertainment center. Great liveaboard. \$21,000. Call (831) 335-8225.

**CAPE GEORGE 36.** Excellent condition. Recent survey. Vessel lying Olympia, WA. See Website: <http://f.mills.home.att.net> Asking \$75,900/obo. Please call Fred (360) 481-1219.

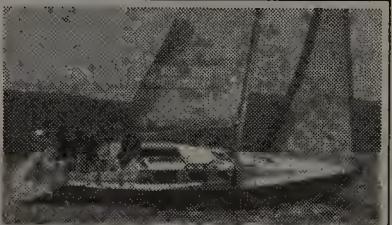
**PEARSON 365 KETCH.** Great cruising boat. See Proper Yachts. Two jibs, fairly new sail covers. Perkins diesel in good running condition. VHF, depthsounder, knotmeter, autopilot. Will accept smaller boat partial trade. \$45,000. (510) 351-3802.

**ALAJUELA 38 CUTTER.** Professionally custom built, offshore cruising yacht in Seattle. See photos/specs at Website: [www.dicksyacht.com](http://www.dicksyacht.com) Please call (808) 781-5573 (cell).



**TARTAN 37, 1978.** Performance offshore cutter. Wavestopper dodger, liferaft, windvane, autopilot, windlass, teak interior, spares. New rigging, sails, solar, radar, Ham/SSB, epoxy bottom, AC wire. Westerbeke 4-108, 3,000 hours. Deep fin. Lying Auckland, will negotiate delivery. \$71,000 USD. [www.ourdotcom.com/ForSale.htm](http://www.ourdotcom.com/ForSale.htm) or call (775) 475-0132.

**ISLANDER 36 SLOOP, 1972.** Lead keel, Perkins 4-108 diesel, roller furling jibs, dodger, dinghy. H/C pressure water, refrigeration, radar, 2 GPSs, TV/VCR, autopilot, full instruments. Lots of extras. Well maintained coastal cruiser. Very active group. \$33,000/firm. (510) 791-2620.

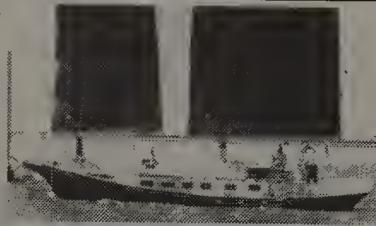


**HUNTER LEGEND 37, 1988.** Meticulously maintained. Hauled 4/03. North sails. Full batten main. Upgraded rigging. Yanmar 30 hp, low hours, serviced 7/03. Large owner's stateroom with centerline queen bed. USCG Auxiliary safety inspected. Liveaboard or cruise with confidence. \$69,500. Call (415) 269-4901.

**UNION 36, 1988.** Robert Perry design. One owner yacht, bristol condition, lying Alameda. Roller furling, autopilot, electronics, liferaft, inflatable with engine, fuel polishing, water filtration, dodger with bimini. Hawaii veteran. Owners moving up. \$98,000. Email: [tilligo@charter.net](mailto:tilligo@charter.net) or call (775) 358-3426.

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**SHANNON 37 KETCH, 1987.** Immaculate, semi-custom cruiser with furling main and jib. 40 hp Perkins, 5 kw generator, A/P, SSB, CD, A/C, radar, GPS, VHF, liferaft, dinghy with 5 hp and much more. Cruising ready. \$165,000. See Website: [www.gypsysreport.com](http://www.gypsysreport.com) (415) 793-7224 or email: [kitcody@yahoo.com](mailto:kitcody@yahoo.com).

**RANGER 37.** Assembly required. Sound, reinforced, bonded hull and deck. Longitudinal stringers fore to aft. Mock up interior and bonded bulkheads. New rudder, new keel. Stand and running rigging, lots of gear. Too much invested, you assemble. \$19,000/obo. (650) 726-5425.

**36-FT CLASSIC CHINESE JUNK.** Built in Hong Kong 1968, 13-ft beam, 7-ft headroom below with hardwood interior, 50 hp Volvo Penta diesel engine. Bamboo baton sails. Enclosed poop deck. All teak hull. Full gallery, bathtub and shower, separate sleeping compartment. Sleeps six. Priced to sell \$18,000. See photos/specs at Website: [www.cyberthis.com/junk](http://www.cyberthis.com/junk) Call (415) 225-4722.



**TAYANA 37 Mk II CUTTER, 1983.** Excellent condition, loaded, ready to cruise. Lying San Diego. See at Website: [www.sailmrdestiny.com](http://www.sailmrdestiny.com) \$105,000. No brokers please. Call (619) 865-3935.

**FREEDOM 36, 1987.** Excellent condition. Unstayed carbon fiber mast. 2 cabins, 27 hp Yanmar diesel, full electronics. Many upgrades interior/exterior. Ready for blue water or liveaboard. New paint 1997, new mainsail 2003. Must see to appreciate. Call (510) 507-3177.



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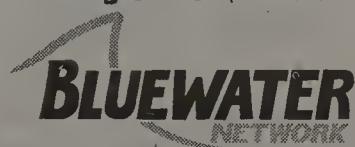
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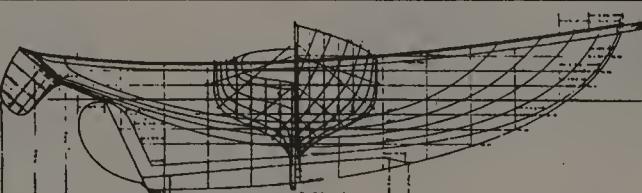
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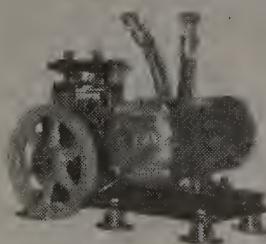
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**CATALINA 36**, 1990. Two boat owner, must sell. Radar, ST4000, Avon, O/B, AM/FM/cassette, CD. 95% and 155% fore-sails, new main, new water heater, more, well maintained. \$69,500. (916) 635-8836.

**SWAN 38**, 1977. HULL #90. Teak decks, tall rig, oversized, self-tailing primaries. 110, 130, 150, storm jibs, full batten main with bat cars. Hot water to head. Buhk 23 hp diesel. Lying San Pedro. \$80,000. Please call (310) 831-8140 or email: [bswan38@worldnet.att.net](mailto:bswan38@worldnet.att.net).

**ISLANDER 36**, 1974. This is truly a great boat for open water cruising or just racing around the Bay. Well equipped, comes with 18 hp Volvo diesel, 50 hours, as well as a full sail inventory. \$38,000. Call (415) 515-5700 or email: [wfalber@earthlink.net](mailto:wfalber@earthlink.net).



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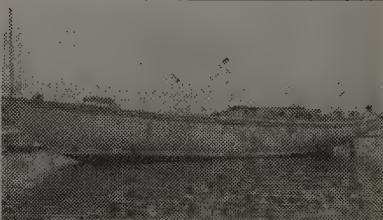


**HARDIN SEAWOLF 40 KETCH**, 1972. F/G, Perkins 4-107, F/G decks, HW, fridge, RF. Recent electric and rigging, solar, windlass, heavy ground tackle. Comfortable liveaboard or cruiser. Berthed Channel Islands Harbor, Oxnard. \$50,000. Call (805) 985-6306.

**40-FT HALLBERG-RASSY 39**, 2002. Category A ocean cruiser with Lloyd Certificate. In brand new condition. Comprehensively equipped for offshore cruising, over \$90,000 of extra options. See details at: <http://www.zip.com.au/~marek/boat> Private sale by owner. \$325,000 USD. Serious buyers please call (425) 761-7830.



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**WAQUIEZ AMPHITRITE 43, 1982.** For sale by owner. Elegant liveaboard. French-built center cockpit with flush deck. This is an exceptional offshore cruising ketch. San Diego. No brokers please. Well below market. \$129,000. Call Jack (619) 920-3310 or email: TobinFun@aol.com for photos/details.

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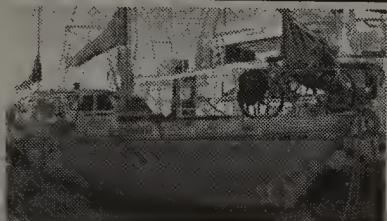
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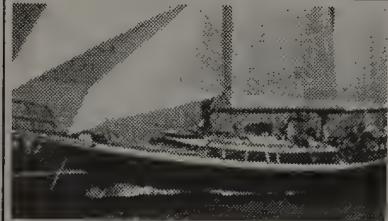
**EXPLORER 45, 1978.** Beautiful classic lines, aft cockpit, worm-gear steering, Awlgrip flag blue topsides and non-skid decks. Constantly upgraded over 14 years, with major refit 1999. \$105,000. Details/pics at: <www.Explorer45.com> or call Mark at (650) 218-3773.



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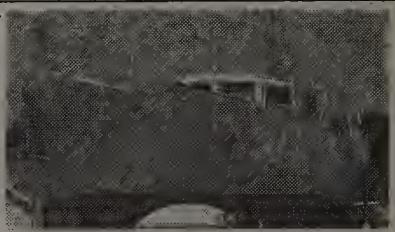


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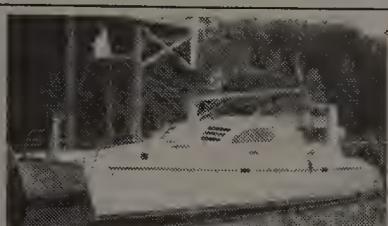
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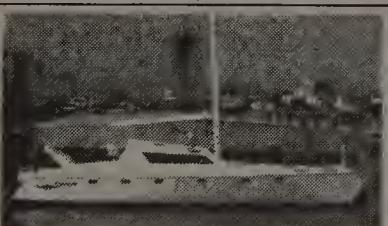
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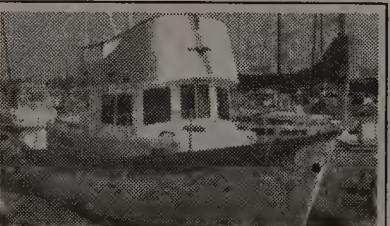
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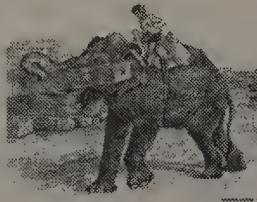
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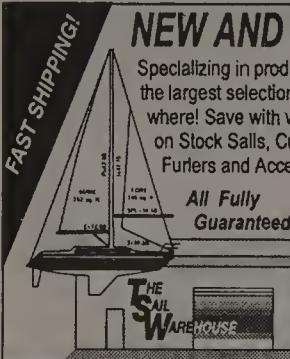
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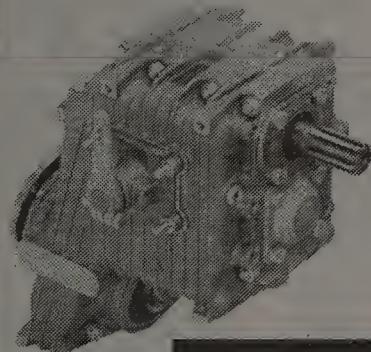
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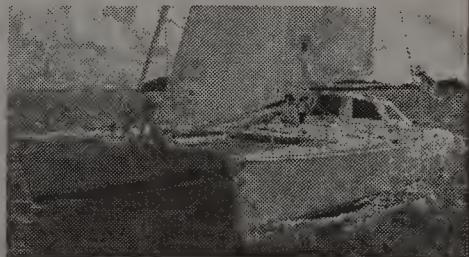
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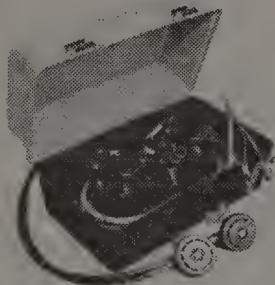
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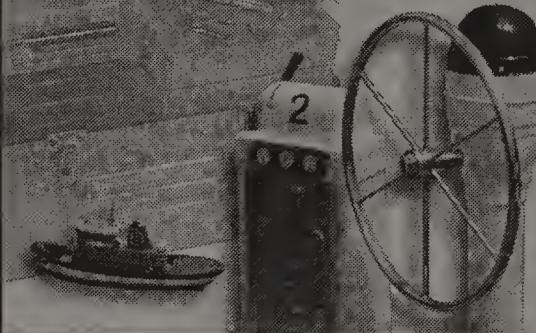
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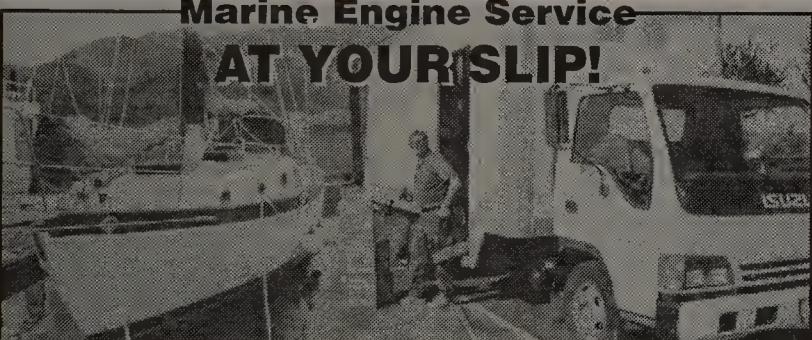
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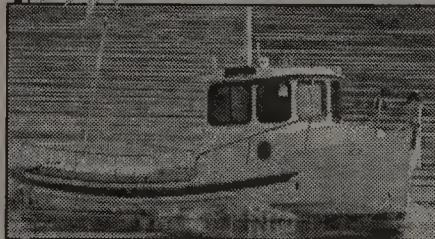
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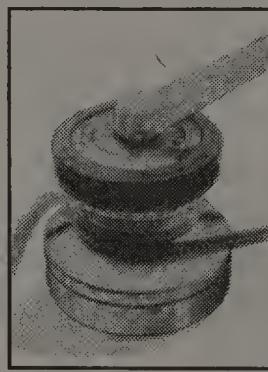
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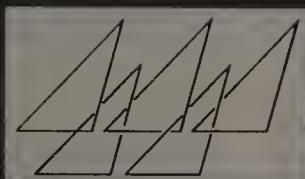
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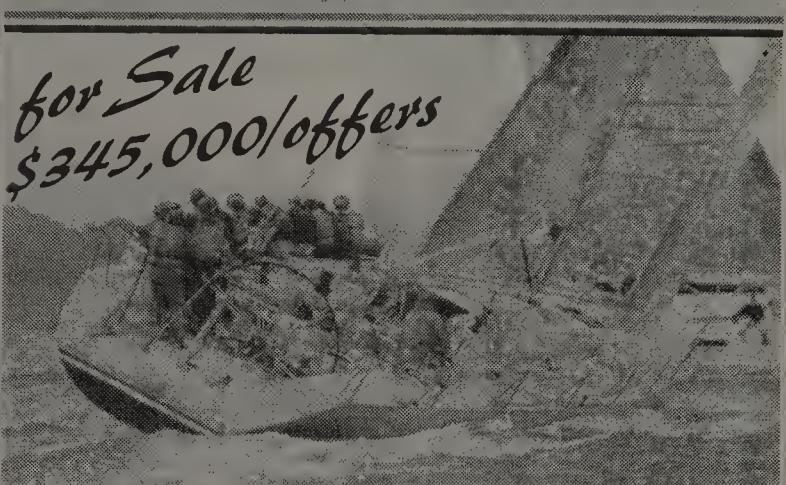


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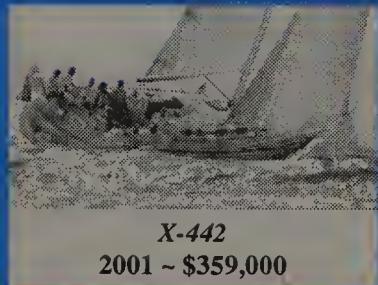
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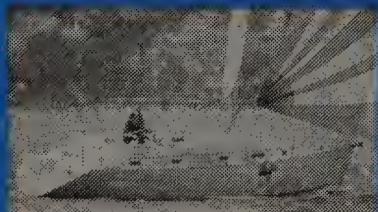
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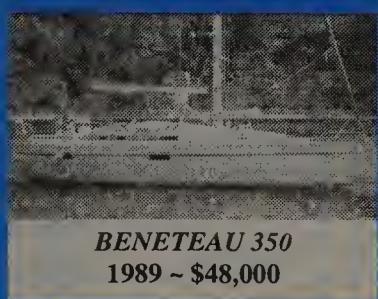
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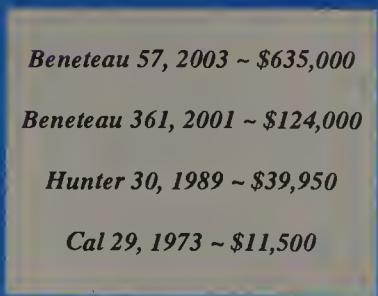
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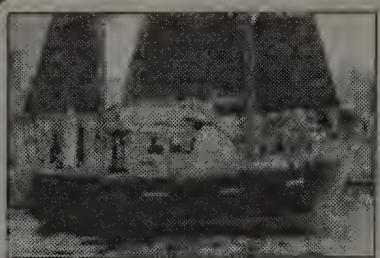
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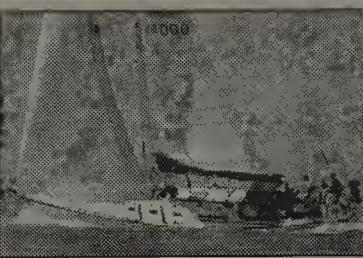
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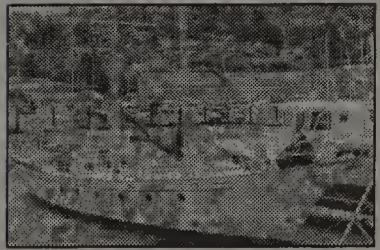
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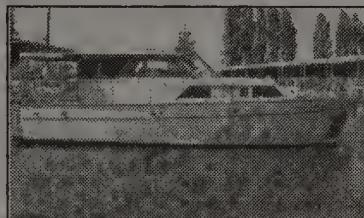
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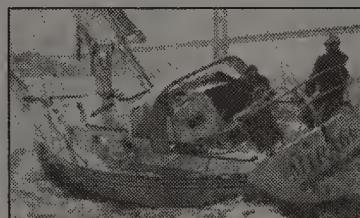
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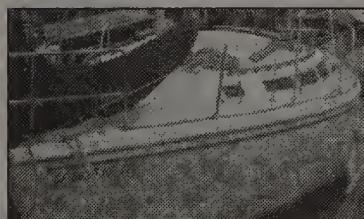
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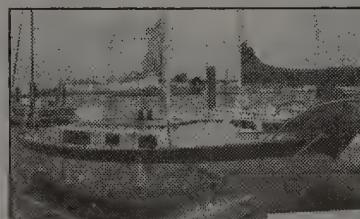
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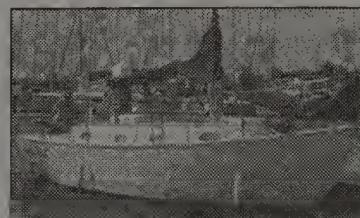
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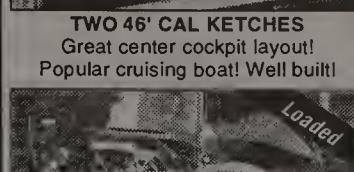
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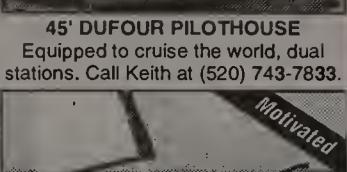
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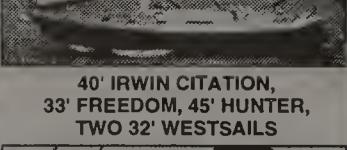
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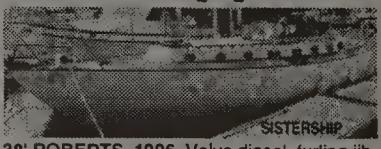
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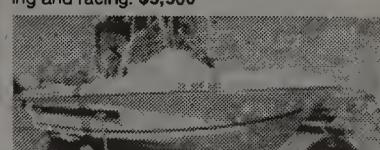
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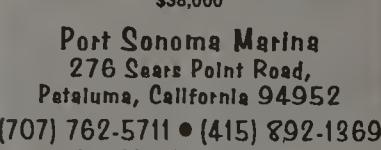
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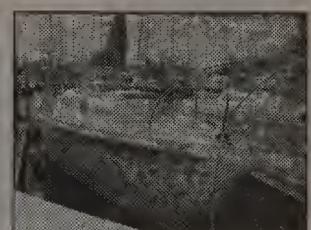
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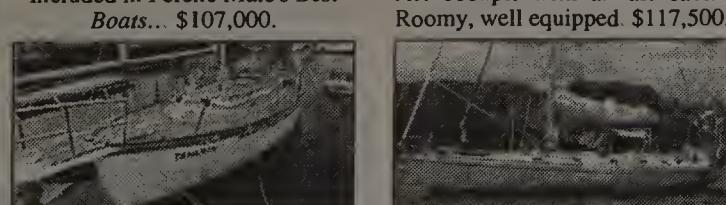


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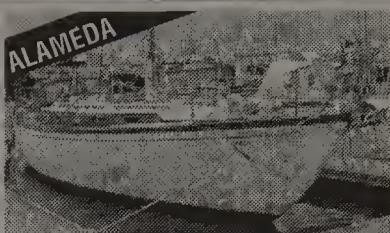
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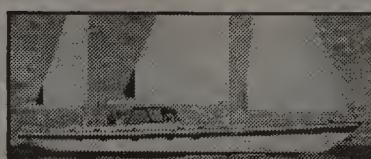


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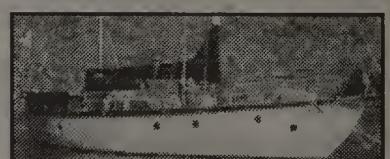
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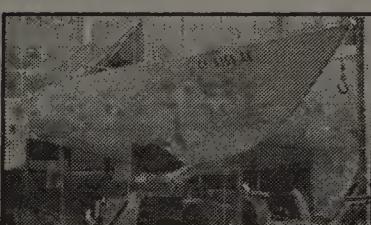


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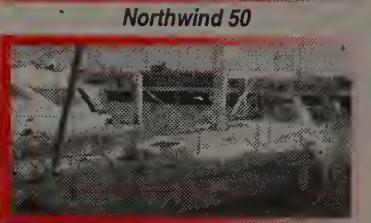


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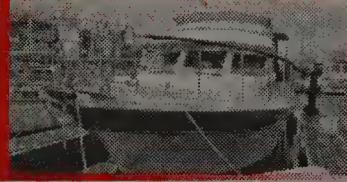
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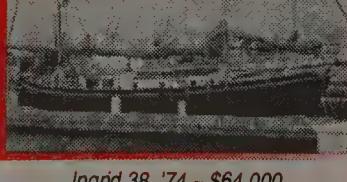
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**30' HUNTER SLOOP, 1994**  
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